

Seventh Series, Vol. XXXV, No. 17

Saturday, March 19, 1983
Phalguna 28, 1904 (Saka)

LOK SABHA DEBATES

**Eleventh Session
(Seventh Lok Sabha)**



सत्यमेव जयते

**LOK SABHA SECRETARIAT
NEW DELHI**

Price: Rs. 4.00

C O N T E N T S

No. 17, Saturday, March 19, 1983/Phalguna 28, 1904 (Saka)

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LOK SABHA DEBATES

LOK SABHA

Saturday, March 19, 1983/Phalgun 28,
1904 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair].

OBITUARY REFERENCE

MR. SPEAKER: Hon. Members, I have to inform the House of the sad demise of Shri R. Lakshminaras Reddy, who was a Member of Second Lok Sabha during 1957-62 representing Nellore constituency of Andhra Pradesh.

A social worker, he held several positions in various organisations in his district, besides being Vice-Chairman/Chairman of Municipal Council for 7 years. A philanthropist, he donated large sums of money towards opening of schools, hospitals, orphanages and creches etc. He was also a patron of Red Cross Guild of Service. He started and maintained Cancer Research Institute in Madras which was first of its kind in the South.

SHRI Reddy passed away at Nellore at the age of 68 years.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolence to the bereaved family.

This House may stand in silence for a short while to express its sorrow.

*The Members then stood in silence
for a short while.*

MR. SPEAKER: Shri Janardhana Poojary.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Sir, I would like to draw the attention of the Minister through you. The price of kerosene oil has been increased by 10 paise. The Finance Minister is here. It should be settled. The Government should say what was the reason for raising the price of kerosene oil by 10 paise.

MR. SPEAKER: This is not the way.

SHRI SATYASADHAN CHAKRABORTY: The Government should say.

MR. SPEAKER: How can you do it, Mr. Professor?

(Interruptions)

MR. SPEAKER: How can you do it? Under what rule you are raising it?

SHRI SATYASADHAN CHAKRABORTY: This is the time, Sir.

MR. SPEAKER: You are breaking the rules.

(Interruptions)

MR. SPEAKER: Whatever the Professor says is irrelevant and it is without my permission.

*(Interruptions)***

MR. SPEAKER: How can you do it? How can you get up and raise it like that? We have got certain rules. You please see the rules book. Professor, you are a well-read man.

*(Interruptions)***

SHRI SATYASADHAN CHAKRABORTY: Since there is no Zero Hour today, I have raised it under the rules of the Zero Hour. This is the Zero Hour.

MR. SPEAKER: There is no rule as such. But you can give me in writing.

SHRI SATYASADHAN CHAKRABORTY: I would request you to permit.

MR. SPEAKER: You can give me under Rule 377. I will allow it.

SHRI SATYASADHAN CHAKRABORTY: Sir, I have raised it because the Minister is present here.

MR. SPEAKER: He will always be here. At least, till his business is over in the House, he will be here.

SHRI SATYASADHAN CHAKRABORTY: He is not always present here.

श्री रामावतार शास्त्री (पटना) :
हमारे देश में पालिटिकल मंडर धडल्ले से हो रहे हैं। अभी बेगुसराय में हमारे एक सी० पी० आई० के वर्कर को (व्यवधान)

MR. SPEAKER: This was nothing to do with the Centre. This is a State subject. Not allowed.

हर जगह स्टेट असेम्बली है और वहां उनकी सरकार भी है।

The Central Government has nothing to do with it.

SHRIMATI PRAMILA DANDAVATE (Bombay North Central): Mr. Speaker, Sir, I have given an adjournment motion. Horrible things are happening in Bombay. Small girls are being turned into prostitutes. (Interruptions).

MR. SPEAKER: This is a State subject. Why don't the people raise it in the Assembly, there? This is not the forum, Madam.

SHRI SATISH AGARWAL (Jaipur): It is nowhere in the State list of making girls into prostitutes.

MR. SPEAKER: It is not in the State list. But the State can stop such things, Satishji.

श्री सत्यनारायण जटिया (उज्जैन) :
मध्य प्रदेश, राजस्थान और उत्तर प्रदेश की सीमा पर बड़ी संख्या में किडनेपिंग और डकैती हो रही है।

MR. SPEAKER: It is a State subject.

(Interruptions)

अध्यक्ष महोदय : यह स्टेट सबजेक्ट है।

श्री रामावतार शास्त्री : तेल की कीमत बढ़ाने का कोई आश्चित्य नहीं है ?

SHRI SATYASADHAN CHAKRABORTY: Is it on the record or off the record, Sir?

MR. SPEAKER: On the record.

SHRI SATYASADHAN CHAKRABORTY: Thank you, Sir. With your permission, I would like to know from the Government what is the reason and why they have raised the price of kerosene oil by 10 paise per litre when the prices of petroleum are falling. What is the reason? They must explain. They are answerable to the House.

MR. SPEAKER: Shri Janardhana Poojary.

11.8 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATION UNDER CUSTOMS ACT, 1982

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PATABHI RAMA RAO): Mr. Speaker, Sir, on behalf of my colleague Shri Janardhana Poojary, I beg to lay on the Table

a copy of Notification No. G. S. R. 267(E) (Hindi and English versions) published in Gazette of India dated the 15th March, 1983 together with an explanatory memorandum regarding revised rate of exchange for conversion of Australian Dollars into Indian currency or vice-versa in supersession to Notification No. 1. Customs dated the 1st January, 1983, under section 159 of the Customs Act, 1962. [Placed in Library See No. LT—6129/83].

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): They are answerable to the people through Parliament. Sir, you are the custodian of the interests of the people. It is a simple question, 10 paise per litre increase is not a very small thing. (*Interruptions*)

अध्यक्ष महोदय : आप इस पर कुछ लिखकर दीजिये ।

SHRI SANTOSH MOHAN DEV (Silchar): Think of West Bengal Budget first and then criticise the Central Budget (*Interruptions*).

SHRI SATYASADHAN CHAKRABORTY: What is the justification for this increase? What is the reason for doing it? What has prompted you to do it? (*Interruptions*).

MR. SPEAKER: Shri P. A. Sangma.

Review on and Annual Report of Jute Corporation of India and Statement for delay Reviews on and Annual Reports of Ahmedabad Textile Industry's Research Association, Ahmedabad for

1981-82, Bombay Textile Research Association, Bombay for 1981-82 South India Textile Research Association, Coimbatore for 1981-82 etc, etc.

THE DEPUTY-MINISTER IN THE MINISTRY OF COMMERCE (SHRI P. A. SANGMA): I beg to lay on the Table:..

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) A statement regarding Review by the Government on the working of the Jute Corporation of India Limited, Calcutta, for the year 1980-81.

(ii) Annual Report of the Jute Corporation of India Limited, Calcutta, for the year 1980-81 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT—6130/83].

(3) A copy each of the following papers (Hindi and English versions):—

(i) Annual Report of the Ahmedabad Textile Industry's Research Association, Ahmedabad, for the year 1981-82 along with Audited Accounts.

[Placed in Library. See No. LT—6131/83].

(ii) Annual Report of the Bombay Textile Research Association Bombay, for the year 1981-82 along with Audited Accounts, [Placed in Library. See No. LT—6132/83].

(iii) Annual Report of the South India Textile Research Association, Coimbatore, for the year 1981-82 along with Audited Accounts, [Placed in Library. See No. LT—6133/83].

(iv) Annual Report of the Northern India Textile Research Association,

[Shri P. A. Sangma]

tion, Gaziabad, for the year 1981-82 along with Audited Accounts.

(v) Review by the Government on the working of the Ahmedabad Textile Industry's Research Association, Ahmedabad, Bombay Textile Research Association, Bombay, South India Textile Research Association, Coimbatore, and Northern India Textile Research Association, Ghaziabad, for the year 1981-82.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above. [Placed in Library. See No. LT-6134/83].

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Weather Export Promotion Council, Madras, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Leather Export Promotion Council, Madras, for the year 1981-82.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. LT-6135/83].

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Gem and Jewellery Export Promotion Council, Bombay, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Gem and Jewellery Export Promotion Council, Bombay, for the year 1981-82.

(8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. Lt-6136/83.

11.10 hrs.

BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH): With your permission, Sir, I rise to amend Government Business in this House during the week commencing 21st March, 1983, will consist of:

(1) Consideration of any item of Government Business carried over from today's Order Paper.

(2) Consideration and passing of:

(a) The Aircraft (Amendment) Bill, 1983, as passed by Rajya Sabha.

(b) The African Development Bank Bill, 1983.

(c) The Payment of Gratuity (Amendment) Bill, 1982.

(3) Further discussion on the 29th, 30th and 31st Reports of the Union Public Service Commission.

As members are aware, the House will take up for discussion and voting of Demands for Grants in respect of the Budget (General) for 1983-84, from 23rd March, 1983, onwards, a tentative time table for discussion of which has already been circulated to the members.

श्री जगपाल सिंह : * *

अध्यक्ष महोदय : यह स्टेट सबजेक्ट है ।
It is a State Subject.

(व्यवधान)

श्री अध्यक्ष महोदय : असेम्बली में कीजिये ।

Before the low, everybody is equal.

(व्यवधान) * *

(Interruptions)**

MR. SPEAKER: Not allowed. Shri Digambar Singh I have not allowed anybody.

(व्यवधान)**

अध्यक्ष महोदय : कोई मतलब नहीं, चाहे कहीं का हो। स्टेट का स्टेट में होगा। पार्लियामेंट का यहां होगा।

(व्यवधान)**

अध्यक्ष महोदय : आपके कहने से कुछ नहीं होगा।

(व्यवधान)**

MR. SPEAKER: This is irrelevant. Law and order is a State subject.

(व्यवधान)**

अध्यक्ष महोदय : मैं क्या कर सकता हूं। अगर आपने हठधर्मी कर ली है तो बात दूसरी है। आप किताब पढ़िये।
The gentleman is not going on record at all.

(Interruptions)**

श्री दिगम्बर सिंह : (मथुरा) : अध्यक्ष महोदय, संसदीय कार्य मंत्री के अगले सप्ताह के सरकारी कार्य सम्बन्धी वक्तव्य में निम्नलिखित विषय भी सम्मिलित कराये जाये :—

1. मथुरा जिला उत्तर प्रदेश में बिजली की कमी के कारण सिंचाई पूरी नहीं हो पा रही है। रबी की फसल के लिये इस समय पूर्ण सिंचाई की आवश्यकता है। यदि इस समय सिंचाई की कमी हो जाती है तो गेहूं की फसल को हानि होगी, उत्पादन कम होगा और सरकार विदेश से गेहूं आयात करने को विवश हो जायेगी। इसकी कमी मथुरा जिले में दूर हो सकती है। तेल शोधक कारखाने में उसकी आवश्यकता से अधिक बिजली पैदा करने की क्षमता है। उसकी समतानुसारमें

बिजली पैदा करा के बची हुई बिजली मथुरा जिले को सिंचाई को दे दी जाये। इससे किसानों को लाभ होगा। गेहूं का उत्पादन बढ़ेगा और राष्ट्र का हित होगा।

2. मथुरा रेडियों स्टेशन की क्षमता बहुत कम है। उसके प्रसार को ब्रजवासी भी नहीं सुन पाते। आगरे में रेडियो स्टेशन बनाया जा रहा है। यदि मथुरा के रेडियों स्टेशन की क्षमता बढ़ा दी जाये तो आगरे में आवश्यकता नहीं रहेगी। आगरा में टी०वी० के प्रसार की व्यवस्था की जाये। दिल्ली से मथुरा तक भी टी०वी० का लाभ नहीं उठोया जा सकता। यदि आगरे में टी०वी० के प्रसार की व्यवस्था कर दी जाती है तो उत्तरप्रदेश, राजस्थान और मध्यप्रदेश के कई स्थानों तक जनता लाभ उठा सकेगी।

अतः माननीय मंत्री जी से मेरा निवेदन है कि इन दोनों मांगों पर विचार करने को अगले सप्ताह की कार्यवाही में सम्मिलित किया जाये।

श्री हरिश कुमार गंगवार (पीलीभीत) : अध्यक्ष महोदय, 21-3-83 से प्रारम्भ होने वाले सप्ताह में निम्नलिखित कार्य भी सम्पन्न कराया जाये तथा कार्य-सूची में सम्मिलित किया जाये :—

1. उत्तर प्रदेश व बिहार गन्ना उत्पादकों को फसल का दाम न मिलना।

2. मण्डल आयोग द्वारा पिछड़ी जाति रिपोर्ट पर बहस व सिफारिशों का लागू किया जाना।

MR. SPEAKER: Only the approved text will go on record.

SHRIMATI PRAMILA DANDAVATE (Bombay North Central): As the OPEC has announced its decision to reduce the price of crude by 5/- per barrel, Government of India will be saving Rs. 450 crores on imports.

A discussion should be held to assess the impact of this reduction on the petroleum products and the proposed action of the Government to pass on the relief to the Indian consumers.

A number of women's organisations have submitted a Memorandum to the Prime Minister demanding amended Dowry Prohibition Act and Criminal Law Amendment Bill regarding rape during Budget Session.

The incidence of rape on small girls is increasing, according to the reports appearing in the press. It is more shocking to hear about the apathy of police in bringing the culprits to book.

The horrible stories with the photographs of the small girls in Bombay who have been sexually abused and have been reduced to prostitution have been published in Current of 19th March, 1983.

I would request the Minister to allow a full discussion on the topic.

SHRI SOMNATH CHATTERJEE (Jadavpur): I suggest that the following two items be included in the next week's business in the House:—

1. Railway accident near Howrah on 16th March, 1983;

2. Policies of the Government regarding revival of sick industries and nationalisation of Inchek, NRM and other sick units.....

MR. SPEAKER: Only the approved text will go on record.

प्रो० अजित कुमार मैहता : (समस्तीपुर) : अध्यक्ष महोदय, मैं अगले सप्ताह की कार्य सूची में निम्नलिखित दो मुद्दाव सम्मिलित करने हेतु प्रस्तुत करना चाहता हूँ :

जलसम्पदा के दोहना एवं विकास पर ध्यान जाने के बावजूद भी जल श्रमिकों की अवस्था शोचनीय है। उनकी उन्नति

के लिये कुछ ठोस कार्य की आवश्यकता है जिसके लिये कुछ मुद्दाव प्रस्तुत किये जा रहे हैं :

1. निषाद समुदाय को अनुसूचित जाति का दर्जा दिया जाये।

2. बहली जलधारा में निःशुल्क शिकार का अधिकार मिले।

3. पानी से निकली एवं चौर झील एवं नदी किनारे की भूमि भूमिहीन मल्लाह को मिले।

4. पुल, धारा की ठेकेदारी, नाव यातायात समिति अथवा नाव वाले मछुआरो को दिया जाये।

5. जल सेवा एवं समुद्री जहाजों पर मछुआरो को प्राथमिकता दी जाये।

6. जाल, नाव मछली पकड़ने के साधनों के लिये मल्लाहों को बैंक से सुविधापूर्ण कर्ज की व्यवस्था हो।

7. जलकरों की बन्दोबस्ती कम से कम दस वर्षों के लिये की जाय।

8. मत्स्य विभाग अथवा मछली से सम्बन्धित सभी विभागों की नौकरी में निषाद समुदाय के नवयुवकों को प्राथमिकता मिले।

9. मछली से सम्बन्धित विभिन्न सरकारी निगमों, निकायों में निषाद समुदाय के उचित प्रतिनिधित्व की व्यवस्था हो।

10. केन्द्रीय सरकार के अधीन सभी जलकरों की बन्दोबस्ती मत्स्य जीवी सहयोग समिति या मल्लाह को सीधे मिले।

डा० गोपालन के अनुसार देश में पांच वर्ष से कम की अवस्था वाले पचास प्रतिशत बच्चों को पोषिक आहार नहीं मिलता और उत्तम से आधे से अधिक

लोहे की कमी के कारण दिमागों के अविकसित रहने के फलस्वरूप वयस्क होने पर समाज में स्वस्थ, सामान्य और उचित तौर पर व्यवहार करने के अयोग्य हो जायेंगे। वर्तमान आर्थिक गति से हमारे नागरिकों के लिये चीन अथवा लंका की स्थिति तक पहुंचने में अड़सठ से एक सौ बावन वर्ष तक लग सकते हैं यदि देश के कुल राष्ट्रीय उत्पादन का 5 प्रतिशत भूखे दरिद्र परिवारों के पौष्टिक आहार अर्थात् दो जून भरपेट भोजन उपलब्ध कराने पर लगाया जाये तो हम थोड़े समय में चीन या लंका के समकक्ष पहुंचेंगे किन्तु कैसे होगा यह सब? हमारी इतनी प्रगति के बाद दरिद्रों का प्रतिशत दुगुना बढ़ गया, सिंचाई और कृषि उत्पादन में बढ़ोतरी और अधिकाधिक धरती को खेती के अन्तर्गत लाने के बावजूद भी भूमिहीन खेतिहर मजदूरों की संख्या 1961 में 16.9 प्रतिशत, 1971 में 25.4 प्रतिशत से बढ़कर 1981 में 32 प्रतिशत हो गयी। इस उलझन पर विचार करने की आवश्यकता है।

श्री चन्द्र पाल शैलानी : (हाथरस) : श्रीमन्, आपकी अनुमति से मैं यह सूचित करता हूं कि 21 मार्च, 1983 से प्रारंभ होने वाले सप्ताह के दौरान इस सदन में चर्चा के लिये निम्नलिखित विषयों को भी सम्मिलित किया जाए।

श्रीमन्, देश के विभिन्न भागों में अनुसूचित जातियों एवं जन जातियों के लोगों को जान से मार देने, उनकी धरों को आग लगा देने, उनकी स्त्रियों के साथ बलात्कार करने, उन्हें झूठे मुकदमों में फंसाने तथा अन्य अमानुषिक अत्याचार करने के समाचार प्रायः रोज़ ही समाचार-पत्रों में छपते हैं। फिलहाल की कुछ ताज़ा घटनाएं इस प्रकार हैं।

1. गत जनवरी में बिहार के सारण जिले के सोनपुर थाने के मरपुरा गांव में वहां के भूस्वामियों ने दलित वर्ग के लोगों पर सशस्त्र हमला कर सात दलितों को बुरी तरह घायल कर दिया तथा उनके घरों में आग लगा दी।

2. बिहार के ही पटना जिले के नौबतपुर थाने के अन्तर्गत बाड़ा गांव में 23 दिसम्बर, 1982 को बड़े भूस्वामियों तथा उनके लठैत एवं इलाके में छटे हुए बदमाशों ने गांव को चारों ओर से घेर लिया और राइफलों तथा बन्दूकों से गोलियां बरसाने लगे जिससे एक दलित जान से मारा गया और एक महिला और दो अवधि बच्चे बुरी तरह घायल हुए। इन गरीबों का कसूर यह था कि भूस्वामी इन लोगों को उनके काम की उचित मजदूरी नहीं दे रहे थे।

3. गत फरवरी में आंध्र प्रदेश के चित्तूर जिले के चावरम वक्कम गांव के अनुसूचित जाति के लोग सवर्णों के अमानुषिक अत्याचारों से तंग आकर गांव छोड़ कर भाग गए? यहां यह उल्लेख करना जरूरी है कि पिछले दिनों आंध्र प्रदेश विधान सभा के चुनाव के दौरान पदरी-कुप्पम नामक गांव में पांच दलितों की हत्या कर दी गई थी।

4. गत फरवरी में ही बिहार के हाजीपुर शहर से 35 किलोमीटर दूर मयैया गांव में जमींदारों के पालतू गुंडों ने दलितों के 12 घरों को आग लगा दी तथा बुरी तरह पीट कर जख्मी कर दिया।

5. गत 14 मार्च को मध्य प्रदेश के विदिशा जिले के एक गांव में पुलिस इंस्पेक्टर ने एक दलित युवक को इतनी बुरी तरह पीटा कि उसकी मृत्यु हो गई।

6. तमिलनाडू के दो जिलों उत्तर अरकाट और धर्मपुरी में दलित वर्ग पर

[श्री चन्द्र पाल शैलानी]

होने वाले अत्याचारों की परकाष्ठा का अनुमान इसी से लगाया जा सकता है कि यहां एक साल के अन्दर ही 26 लोग मारे जा चुके हैं।

दूसरा विषय मैं कलकत्ता में मनुष्यों द्वारा खींचे जाने वाले रिक्शों से संबंधित रखना चाहता हूं। श्रीमन, यह अमानवीय प्रथा है कि मनुष्य मनुष्य का बोझा बोधे। यह प्रथा पुरानी है और आज के वैज्ञानिक युग में इसके प्रचलन का कोई औचित्य नहीं है। इस प्रथा को तुरन्त समाप्त किया जाना चाहिये।

श्री रामावतार शास्त्री (पटना) : अध्यक्ष महोदय, मैं आज की पुनरीक्षित कार्यसूची की मद संख्या 4 के संदर्भ में अगले सप्ताह में निम्न समस्याओं पर विचार करने का सुझाव प्रस्तुत करता हूँ:—

1. साम्प्रदायिक दंगे : पिछले कुछ महीनों से देश के कुछ भागों में साम्प्रदायिक दंगे बढ़ते जा रहे हैं। असम में भी साम्प्रदायिक शक्तियां खुलकर खेल रही हैं और वहां साम्प्रदायिक दंगे करवा कर नरसंहार किया गया। बिहार के जकशेदपुर में साम्प्रदायिक बंग पुनः करवाया गया। इस आगे को संपूर्ण देश में फैलाने का सचेत प्रयास किया जा रहा है। सन् 1980 में हुए साम्प्रदायिक दंगों की संख्या 427, 1981 में 319 और 1982 में 474 थी। इस अत्यावश्यक मामले पर सदन में विचार-विमर्श करने की व्यवस्था की जानी चाहिये।

2. बीस सूत्री कार्यक्रम का उल्लंघन : सरकार बीस सूत्री कार्यक्रम को क्रियान्वित करने की खूब ढोल पीट रही है। इस कार्यक्रम के बिन्दू 10 के अनुसार झुग्गी

झोंपड़ी वाली बस्तितियों के वातावरण में सुधार लाने, आर्थिक दृष्टि से कमजोर वर्गों के लिये गृह निर्माण कार्यक्रम को लागू करने आदि बातें कही गई हैं। परन्तु अमल में दूसरा ही हो रहा है।

बिहार के विभिन्न जिलों एवं पटना नगर में झुग्गी झोंपड़ियों को बेरहमी के साथ उजाड़ा और जलाया, फूटपाथ के दूकानदारों की छोटी-मोटी दुकानों को गंदस-नहस करके उन्हें दर-दर का भिखारी बनाया जा रहा है। हरिजनों और कमजोर वर्ग के लोगों की ज़मानें उनसे बलात् अर्जित कर धनियों को बसाया जा रहा है। इस प्रकार की जन-विरोधी कार्यवाही योगीपुर, विग्रहपुर, नवरत्नपुर, मलाही, पकरी, दुसाधी पकड़ी चांगर, संदलपुर, शेखपुरा दीधा, मैनपुरा, अनोसाबाद आदि मोहल्लों एवं ग्रामों में जारी है।

कमजोर वर्ग के लोगों के लिये गृह-निर्माण की योजना पटना नगर में कहीं भी चालू नहीं की गई है। यह केवल कोरा नारा बनकर रह गया है। यदि प्रभावित किसान, मजदूर हरिजन एवं कमजोर वर्ग के अन्य लोग इस नीति का विरोध करते तथा बीस-सूत्री कार्यक्रम को सही ढंग से लागू करने और ज़मीन के लिये उचित मुआवजा की मांग करते हैं जो उन्हें एवं हत्या का शिकार बनाया जाता है। इस समस्या पर सदन में बहस की जाये।

श्री सत्यनारायण जटिया (उज्जैन) : अध्यक्ष महोदय, मैं आज पुनरीक्षित कार्यसूची की मद संख्या 4 के संदर्भ में अगले सप्ताह में निम्न समस्याओं पर विचार करने का सुझाव प्रस्तुत करता हूँ:—

देश में प्रायः पेयजल का गांवों और नगरों में अभाव है।

सर्वाधिक अभाव की स्थिति ग्रीष्मकाल में प्रकट होती है ।

गांवों में काफी दूर-दूर तक पेयजल उपलब्ध नहीं होता जिस से गांव के लोगों को काफी कठिनाई का सामना करना पड़ता है । नगरों में भी पेयजल के अभाव में जन-जीवन त्रस्त हो जाता है । मध्य प्रदेश के हजारों गांवों में पेयजल संकट व्याप्त है ।

अतएव मेरा केन्द्र सरकार से अनुरोध है कि देश में पेयजल समस्या त्रस्त गांवों और नगरों में पर्याप्त पेयजल उपलब्ध कराने के लिये विशेष प्राथमिकता देकर प्रबन्ध किया जाए ।

देश में एशियाई खेलों के आयोजन के अवसर पर अनेक स्थानों को दूरदर्शन की सुविधा उपलब्ध कराई गई थी । किन्तु दूरदर्शन प्रसारण क्षमता कम होने के कारण यह सुविधा सीमित क्षेत्र में ही दूरदर्शन का लाभ उपलब्ध करा पाई ।

दूरदर्शन वर्तमान समय में शिक्षण, मनोरंजन का प्रभाव माध्यम है । अतएव इस माध्यम का लाभ अधिकाधिक लोगों तक पहुंचाने हेतु व्यापक प्रबन्ध करना आवश्यक है ।

अतएव मेरा केन्द्र सरकार से साग्रह अनुरोध है कि दूरदर्शन का लाभ अधिक लोगों तक पहुंचाने तथा मध्य प्रदेश में उज्जैन, रतलाम, मन्दसौर, देवास शाजापुर एव राजगढ़ जिलों तक पहुंचाने के लिये आवश्यक प्रबन्ध करें ।

कृपया उक्त विषयों को आगामी सप्ताह की कार्य सूची में सम्मिलित किया जाए । (इति)

अध्यक्ष महोदय : साधू, साधू ।

... (व्यवधान) ...

अध्यक्ष महोदय : अब आप संस्कृत में उत्तर दीजिए ।

श्री कमला मिश्र मधुकर : (मोती-हारी) अध्यक्ष महोदय, अभी मेरा नम्बर नहीं आया है ।

MR. SPEAKER: You have missed the bus.

श्री रामावतार शास्त्री (पटना) : आप कभी-कभी मौका देते हैं । दें दीजिए ।

श्री कमला मिश्र मधुकर अध्यक्ष महोदय, तारीख 19 मार्च की कार्य सूची की मद संख्या 4 में मुझे निम्नलिखित संशोधन पेश करने की इजाजत दी जाए:-

(1) बिहार की चीनी मिलों द्वारा बिहार सरकार द्वारा एलानिया गन्ने की कीमत नहीं दी जा रही है । पिछले वर्ष का बकाया भुगतान नहीं किया जा रहा है । ऐसी ही हालत उत्तर प्रदेश एव अन्य कई राज्यों में है ।

अस्तु अगले सप्ताह की सूची में इसको दर्ज करें कि गन्ना उत्पादक किसानों की ज्वलन्त समस्याओं पर विचार हो ।

(2) बिहार में कई राष्ट्रीय प्रियोजनायें सिंचाई के मामले में लागू हैं । इनकी समीक्षा नहीं होती । इनकी प्रगति की समीक्षा की जानी चाहिए तथा इसको अगले सप्ताह की कार्य सूची में लाना चाहिए ।

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS, SPORTS AND
WORKS AND HOUSING (SHRI BUTA
SINGH): As you know, we are having
the Business Advisory Committee; the
suggestion made by the hon. Member
will be taken there. And we will all
be guided by your directions, Sir.

MR. SPEAKER: I will be guided by the Business Advisory Committee.

11.31 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL)—1982-83
AND

DEMANDS FOR EXCESS GRANTS (GENERAL), 1980-81—Contd.

MR. SPEAKER: The House will now take up further discussion on Items 5 and 6.

Shri Somnath Chatterjee was on his legs. Are you tired?

SHRI SOMNATH CHATTERJEE (Jadavpur): No, Sir, I have come back fully refreshed.

Mr. Speaker, Sir, this is the third and final batch of supplementary grants for the current financial year. It shows how the exercise made by the Finance Ministry goes completely astray because of the situation that is developing and the crisis that is there in the country. Various methods have been adopted by the Government to raise money. One is this. My friend Prof. Chakraborty was legitimately agitated earlier about the rise in the kerosene prices. This House was not taken into confidence. No justification is given why price was raised. What will be the reaction, so far as the consumer is concerned? What is this wonderful dual pricing system? It was described in some quarters as sheer madness. Government had to revise it. It had withdrawn its policy within a short time. The object might have been good, to provide kerosene at cheaper price to economically weaker sections of the community. What is the system and what is the methodology that you follow? You find that it is not possible to achieve it and you have done away with it. Why should there be increase of 10 paise—what is the justification and the rationale behind it? You

can't go on increasing prices by notification and things like that. What is the justification for that?

One of the major items for which this grant is being asked is transfers to State Governments. Large number of States have very recently been affected by drought. This was admitted even yesterday on the floor of the House. People are groaning under various difficulties. During drought and famine the State Governments have to face various difficulties; they have to provide relief to people; they have to provide relief operations. Is the economy resilient enough to meet the extra burden—a situation that is developing from month to month? These are the agencies which have to provide relief in case of natural calamities—the States are the agencies. But their financial position is not sound. All of them come to Delhi to plead for funds periodically. They are not able to provide funds for the developments that are necessary; many States are suffering from droughts; for money and for relief they come to Delhi on pilgrimage, with a view to obtain some minimum amount for providing relief whether it is drought, whether it is flood, whether it is development, whether it is planning or anything else. Delhi has become the centre of pilgrimage and everybody has to come here. Is this the way this country will run? The result is that on the one hand we find imoverishment and on the other hand the necessary corollary is that regional imbalances are there. We have the pseudo quasi federal system in this country. The whole thing is becoming a mockery. That is why we are requesting the Government. Yes, naturally money is necessary for the State Governments. It is not only one or two State Governments, every State Government has to be provided with funds.

Now, the time has come for a close look into the entire gamut of the Centre-State relations, specially the financial relations. Sir, I would like to impress upon the Hon. Ministers and the

Government with all sincerity not to treat it as a political jargon, but with all sincerity please see to it. Time is running out and some importance has to be attached to this issue. It cannot be left to just predilections of the political party or Government in power for the time being or to the individuals. Everybody is aware of it and the whole question is becoming more and more vibrant and strident now and there is a need for review of the whole situation. Now that the greatest citadels in the South have fallen, you cannot avoid it. Now, the Andhra Government is clamouring, the Karnataka Government is clamouring. Even the Kerala Government, the Madras Government is there. West Bengal, Tripura and Jammu and Kashmir are clamouring. Even your Chief Ministers who have not got the courage to say it openly, say it privately. So many States in the country are clamouring that you carry out a review and try to sort out the imbalances that have crept into the economy.

Sir, the founding fathers of the Constitution laid down in the Constitution elaborate provision for distribution of financial resources among the States and the Centre. But what is the fiscal policy that is being adopted? States are entitled to have a share in the realisation of income-tax recoveries, but not in the surcharge recoveries. I am not at the moment on the propriety of the amounts that are being charged for or given relief, but I am talking of the propriety of the method and procedure that is being followed. You are recovering more by way of income-tax surcharge, but you are giving less to the States because you are reducing the income-tax. Therefore, on both hands you are giving less to the States. Therefore, the position has resulted that Sales-Tax has become the only major source of revenue of the States and you know that the Sales tax impinges on the common man and the consumers.

Another methodology that you are following now is that additional excise duty principle is being followed and

more and more is being enforced. A new Committee has been set up. We understand that they have suggested for inclusion of a larger number of duties under the additional excise duties which would mean lesser realisation on behalf of the States. Whatever the Finance Commission decides, whatever the Schedule to the Act provides, there is going to be lesser and lesser payments to or recoveries by the State Governments.

Now, I come to priorities. We have said we love sports. But priority has to be decided somewhere. You spend Rs. 1500 crores for the purpose of ASIAD. So far as sports is concerned, it is good, but we are not getting Rs. 15 crores to complete the construction of a very important project over the River Hooghly. The Central Government has not got the financial resources to complete the construction of the Metro Railway. The Railway Minister himself is saying that there are financial constraints for the project which requires nearly Rs. 5000 crores. The annual allocation for it is Rs. 62 crores. How many years will it take? And the whole economy of Calcutta, its people and the whole eastern region are suffering for want of a bridge, and for want of the Metro Railway, for which the whole city of Calcutta is dug up. These are questions of priority. You are beautifying the capital. It is all right. Foreigners come and appreciate it. But what about transport for us? Why must I come to you every time with a begging bowl?

These priorities are being decided at the Centre. The entire planning process has become the subject of bureaucratic and partisan high-handedness. What will be my plan resources, and what will be my Plan targets? Even the Plan expenditure is not provided to the States. States are asked to mobilise; but where are the items of resources mobilization? Where do we raise the funds from?

As you have seen, we have commented here. Yesterday, the Finance Minister also said here that there were

[Shri Somnath Chatterjee]

different methods of realizing money. Prices of petroleum products are raised.

He has come at the right moment—the villain of the piece. Another villain is the Railway Minister. He has been hiking the fares.

MR. SPEAKER: Can you refer to them in that language, in Parliament?

SHRI SOMNATH CHATTERJEE
They are such good friends of mine. If they object, I will withdraw. I will change the word into 'angels'. These angles have raised them. They know that I do not mean anything by using the word 'villain.' This phrase is used generally.

The general reaction is there. When the prices of petrol and diesel are raised transport costs immediately increase. It has its effect on bus fare, truck and freight charges, and on every thing. When railway fares and freight charges are increased, the prices, of essential commodities are increased.

Maybe the hon. Ministers are not happy to do it. Constraints are there. They are forced to do it, but the States Governments are not in a better position. Therefore, our point is that the time has come when there has to be an indepth non-partisan consideration of these very vital questions of Centre-State relations.

I am sure the founding fathers of our Constitution could not have dreamed of the way the provisions in the Constitution have been utilized, and taken recourse to, to dry up the States revenues, and concentrate everything in the hands of the Centre.

There is one very important aspect, with regard to the regional imbalances, because one of the major items of Supplementary Grants, is the transfer to State Governments. Time is short, I am not going into the sanctioned Plan or allocations to different

States. Rs. 1500 crores for Maharashtra, Rs. 681 crores for Bihar—and Rs. 401 crores for Rajasthan, which is such a backward State. Where is Mr. Vyas to-day I am speaking for, and supporting him. For Jammu and Kashmir it is Rs. 185 crores, and for Punjab, Rs. 440 crores—you have to show your concern.

This is the position. One aspect is there, about equalisation of freight. Sir, I am sure you will also be concerned. You are concerned. In 1957 freight for iron ore, steel and coal was equalized throughout the country at the same rate. We have no objection. These are vital raw materials any essential goods. Iron ore, steel and coal should be available at the same freight charges. We have no objection. But what about other raw materials? So far as salt, chemicals, cotton etc. which have to be brought by States which do not produce them are concerned, they have to pay differential freight. Cotton is available cheaper at Maharashtra, in Western India. But we have to pay the entire freight for bringing it from Maharashtra to Calcutta or Eastern India or Bihar or Orissa. Similarly, with regard to salt, you are charging differential freight rate—not for iron ore, not for coal, because they go from Eastern India to different places. Whichever item comes to Eastern India, on it, we have to pay extra freight. In this justice?

This is very important and I request the hon. Minister to give reply on this. During 1975-76, a committee was set up under the Chairmanship of Shri S. C. Marathe, the then Secretary of the Ministry of Industrial Development to review the policy of freight equalisation for coal, iron ore, steel and cement. When the matter came up before the National Development Council in 1977, the Government of India said that that recommendation of Marathe Committee was being considered and soon they come out with their decision on this. We are now in 1983. The Committee was set up in

1980-81

1975-76, during the previous Congress regime. The Janata Government intervened, but no decision was taken. Our information is that the Marathe Committee had recommended freight equalisation in respect of all items, but it has not seen the light of the day. We would like to know whether there is any report of Marathe Committee, what that report is and whether that report will be placed on the Table of the House so that the country may know what is the situation? There are two options, two ways out. One is equalisation of freight of these items. Or you abolish the preference which you have given for them. How can this claim be denied when we find that there is greater and greater regional imbalance in this country? There is no good saying that because there is one government in West Bengal or Tripura, this demand is being made. Everywhere this is there. If the soil of Maharashtra or Gujarat or Western India which helps in growing cotton is to be taken into consideration for the purpose of cheaper freight for other items which are not grown there, then why should we not claim that what is not available in Eastern India, in Bihar, in Orissa, in West Bengal and so on and so forth be given at a cheaper freight in places where they are not available. Therefore, what is the principle on the basis of which this can be denied?

You kindly see a recent report which has come out in IDBI; it has come out not in our paper. It is one of the major financial institutions—LIC is also a major financial institution—who should participate in the development of industry. I have got the figures here. How in Eastern India IDBI's contribution is being reduced in a steep ratio from Rs. 83.9 crores in 1980-81 to Rs. 65.98 crores in 1981-82? This was done in one year—nearly Rs. 20 crores less. Similarly, LIC's investment is much less; and this is the same with regard to entire Eastern India, North East India, whose backwardness nobody can deny. You are thinking of

bringing those people into the national main stream. The people of Assam have a genuine grievance of economic retardation; there is no economic progress, no development. The same is the case with regard to North Eastern States; the same is the case with regard to Orissa, Tripura and Mizoram. There is no difference. These matters are not being looked into. We had made a request. The Central Government have got their own policy. But, we, in our own way, wish to develop our industry; we want to make funds available to our industry, small scale people, the sick industries. Therefore, we want to have a commercial bank of our own, which cannot, in any way, interfere with the functioning of any other commercial bank or the Reserve Bank.

Sir, this very legitimate demand has not been accepted, this has not been acceded to, so far. We have not been informed why the country cannot have a bank which will function within the banking structure of this country so that the minimum necessities of small scale industries at least can be met.

These are vital issues which are not being tackled, and the third Supplementary Demands for Grants are coming up, but the problems are not being solved.

MR. SPEAKER: That will do.

SHRI SOMNATH CHATTERJEE: I therefore call upon the Government to give serious thought to this matter.

MR. SPEAKER: Shri Bhubaneswar Bhuyan.

SHRI BHUBANESWAR BHUYAN (Gauhati): I may be allowed to take this opportunity to offer my thanks to you for giving me this privilege to speak a few words before this august House.

Mr. Speaker, Sir, I support the Budget presented by our Finance Minister, Mr. Mukherjee and consider this Budget as the best possible Budget for the

country in the existing circumstances of the day. Further I may be allowed to hail the Government of India's decision to detect the foreigners in Assam taking 1971 as the cut-off year. I congratulate our Government for its bold unilateral decision and declaration of the cut-off year. This declaration will, no doubt, remove the misunderstanding and ideas of apprehension that existed in the minds of the people of Assam.

While supporting the Budget, so far as the present situation, in Assam is concerned, I beg to draw your attention to a particular fact of the public utterances of some of our Opposition leaders who pose as the only champions of the cause of democracy. One has a right to disagree and go to the extent of boycotting an election. But he or she has no right to prevent others from taking part in the elections. I am sorry to say that our Opposition leaders asked the people of Assam to prevent the Assam elections by any means. Do such utterances and statements speak about their democratic outlook and views? Certainly not; rather, it speaks and exposes the fascists in them. In this context, I may be allowed to tell this House that many *bona fide* Assamese men and women have participated in the Assam election, although their percentage may be low. But our difference of opinion is the pivot of democracy which we should honour and practise in our political life. I, therefore, take this opportunity to request our hon. Members of the Opposition to display a better sense of responsibility by observing self-restraint so far as their public utterances and statements are concerned. Already, much harm has been done to Assam and its people by indulging in nefarious propaganda against the Congress(I) Government at the Centre and in the State on the issues of Assam election. Therefore it should be stopped and I earnestly request all Members of the Opposition to desist from making any

such public utterances or statements which may further aggravate the already aggravated situation in Assam.

Furthermore, Mr. Speaker, Sir, I may be allowed to draw the attention of the Government of India to the facts stated below and I also request the concerned Ministries to take appropriate actions on them.

11.52 hrs.

[SHRI SOMNATH CHATTERJEE in the Chair]

The Life Insurance Corporation of India, the General Insurance Corporation of India, and the nationalised banks, did not function at all during the *bandh*, the Non-cooperation Call given by the ASSU, AASSP and the All Assam Karmachari Parishad. The fact remains that a section of the employees of these financial institutions went to office in almost all such Calls, only to see the office doors closed till the 6th May, 1982. On 6 May, 1982 for the first time since November, 1979 the doors of the LIC offices were kept open. A good number of employees braved their way to the office even at the cost of personal security and, those, who could not come, had submitted leave applications. But the agitation supporting employees of these institutions neither attended the office nor submitted and leave application. On the contrary, they threatened with dire consequences those who attended the office. In reality some of them were actually attacked with the motive of murder. The inaction of the management to differentiate between the persons who actually supported the agitation and those who could not attend the office under compelling circumstances, encouraged the supporters of the movement to be more militant.

I may be allowed to take this opportunity to urge the Government of India and the Ministries concerned to draw up a special development plan for bringing Assam at par with the

industrially, technically and educationally developed States of the country in a phased manner without further loss of time in order to remove the sense of frustration prevailing in the young generation of Assam. This will provide them with employment opportunities. In this context I beg to urge upon the Government to execute the Patebari Deep Tubewell Irrigation Scheme, which has been suspended for want of required funds, near Kurohola under Nalbari Irrigation Division in the Kamrup district and to draw up a new irrigation-cum-bund-cum-road-cum irrigation scheme for the most backward area stretching from Chaygaon via Gume, Garaimari, Sontally, Tupamari to Nagarbera in the Kamrup district of Assam, which is approximately 50 kms and covers nearly 3 lakh bund-cum-road-cum rural electrification. The Railway Ministry to convert the entire existing metre-gauge railway line into broad-gauge and to construct a broad-gauge railway line from Goalpara to Gauhati. I take this opportunity to request the Government of India to instal new oil refineries at Galekki and Moran while the capacity of the Bongaigaon and Gauhati refineries are required to be increased. Besides this, a unit of the HMT for producing wrist-watches, radio-cassettes, etc. is to be established around the Greater Gauhati area. New paper mills, cement factories, hydro-electric projects at Subansiri in Lakhimpur district, Barnadi in Kamrup and Manas in Goalpara districts of Assam are urgently required.

In this connection, I may be allowed to appeal to the Prime Minister to take personal interest in the development and progress of this border State of India and to allocate necessary funds for the purpose, which alone can remove the feeling of frustration and isolation that exists in the minds of younger generation there. This alone can restore their lost confidence and will successfully eradicate misgivings which exist in their minds.

I may be allowed to state here that given a little more time, cooperation and help from all sections of this House, will, no doubt, enable the Assam Government to bring peace and harmony among different sections of the people. This will enable the Government to render adequate relief and rehabilitation services to the victims of the recent mass disturbances.

I take this opportunity to request all Members of this House irrespective of their party affiliations to harness and seek the culmination of the spirit embodied in the statement 'India first and Indian last' and to dedicate ourselves to build a happy and prosperous India in the near future.

With these observations, I, once again, thank you for giving me a patient hearing.

12.00 hrs.

श्री पी० नामायाल (लहाख) :
सभापति महोदय, मैं सप्लीमेंट्री प्रश्न 1982-83 के समर्थन में कुछ प्रश्न कहना चाहता हूँ।

आपने सातव फाइनेंस कमीशन की रिपोर्ट के मुताबिक ग्रांट नं० 41 में 49.64 करोड़ रुपये की मांग की है। समय कम है, इसलिये मैं टोटल पर आ जाता हूँ। 450 करोड़ रुपये में 165 करोड़ ग्रांट और 284 लोन्स की शक्ल में है। वजह आपने फूड, साइक्लोन और हेल्-स्टार्म-वगैरह-वगैरह बताई है। मैं आपका ध्यान खास तौर से जम्मू-काश्मीर की तरफ ले जाना चाहता हूँ। मेरी कान्स्टीच्यूंसी में पिछले साल काफी बर्फ पड़ने की वजह से माल मवेशियों की लाखों की तादाद में नुकसान हुआ, लेकिन आज तक उनको एक पैसा भी कम्पेंसेशन या रिलीफ के तौर पर नहीं दिया गया। मेरी समझ में यह नहीं आता है कि जो

[श्री पी० नामग्याल]

पैसा केन्द्र सरकार द्वारा रिलीफ के लिये दिया जाता है, वह कहाँ जाता है। मैं समझता हूँ कि जिन राज्यों में अपोजीशन की सरकार है, वहाँ आपका फाइनेंशियल मामलों पर कंट्रोल नहीं रहता है। मैं आप को जम्मू-काश्मीर के बारे में बतलाना चाहता हूँ वहाँ पर काफी फाइनेंशियल इररेगुलैरिटीज हो रही है। जो पैसा केन्द्रीय सरकार द्वारा दिया जाता है, वह पता नहीं कहाँ चला जाता है। हालत यह है कि मौजूदा साल के लिये जो आपने 169 करोड़ रुपये का प्लान एलोकेशन किया था और साल के छः महीने में सुनने में आया है कि वह सारा बुक हो चुका था। वहाँ के सरकारी खजाना में कोई पैसा नहीं था। जब वहाँ नई सरकार आई और हकूमत अपने हाथ में ली, तो पता लगा कि खजाना में पैसा नहीं है। आने वाले साल के लिये भी आपने 185 करोड़ रुपया प्लान में दिया है। सुनने में आया है कि वह भी पहले ही एडवांस में बुक हो चुका है। लहंदा मैं सरकार से गुजारिश करता हूँ कि जहाँ पर फाइनेंशियल इररेगुलैरिटीज हो रही हैं, वहाँ पर आपको चँक ज़रूर करना चाहिये। मेरी कांस्टीच्युन्सी में रुपये में से चार आने भी जमीन पर नहीं गिरते हैं। पता नहीं कहाँ चले जाते हैं। इंजीनियरों का जेब में चले जाते हैं या दूसरे जो ठेकेदार हैं या आफिसर्स हैं, उनकी जेब में चले जाते हैं—इन सब को आपको देखने की ज़रूरत है। यह जो एलोकेशन आप कर रहे हैं, क्या इसका सही ढंग से यूटिलाइजेशन हो रहा है या नहीं, इसको देखने की ज़रूरत है।

मेरे पास 1979-80 की फिगर्स मौजूद हैं। जम्मू काश्मीर सरकार ने एक हक कन्सलटेंट मुकर्रर किया था, जबकि

लद्दाख रीजन में एजीटेशन हुआ था। यह जानने के लिये किया था कि लद्दाख रीजन में इकोनोमिक डवलमेंट के लिये पैसा पहुँचा है या नहीं। हक कन्सलटेंट ने जो अपनी रिपोर्ट दी है उसके मुताबिक—

“The average income is Rs. 1,379 for 1979-80 for all India. The corresponding figure for the State is Rs. 1,222. As against this, for the same period, the real income for Leh is Rs. 709 and for Kargil Rs. 728.”

मेरी कांस्टीच्युन्सी में एवरेज इनकम 709 रुपये है और कारगिल में एवरेज इनकम 728 रुपये हैं। इसी से आप अन्दाजा लगा सकते हैं कि वहाँ की हालत क्या है। अब तो हालत उस से भी गुजरी हुई है, उससे भी बदतर है।

इसी कन्सलटेंट ने आगे चलकर जो रिपोर्ट दी है उसमें कहा गया है कि लेह में 58.2 परसेंट लोग बिलो पावर्टी लाइन में रहते हैं। इसी से आप अन्दाजा लगाइये कि जो आप पैसा दे रहे हैं उसमें से कितना पैसा वहाँ पहुँच रहा है। आपने हमारी स्टेट के लिये 100 करोड़ रुपया दिया जिसमें से मेरी कांस्टीच्युन्सी में 8 करोड़ 72 लाख रुपया पहुँचा। जो रुपया मेरी कांस्टीच्युन्सी के हिस्से में मिला है। इस से आप अन्दाजा लगाइये कि वहाँ की हालत क्या है। इस तरफ सरकार को ध्यान देने की ज़रूरत है।

साथ ही साथ मैं कहना चाहूंगा कि कई सेक्टर में मिसलन कम्युनिकेशन पावर सेक्टर या होम में जो आपने ग्रान्ट मांगा है उसमें से ज्यादातर आपने गवर्नमेंट एम्प्लॉइज को सिटी कम्पेनसेटरी अलाउंस और डियरनेस एलाउंस देने के लिये मांगा है। इस कन्टेक्स्ट में जनाब फाइनेंस मिनिस्टर साहब से मैं गुजारिश करूंगा कि

हमारे लद्दाख रीजन में मुश्किल से पांच सौ सेंट्रल गवर्नमेंट के कर्मचारी है। अगर आप सिर्फ 6 महीने के लिये, मैं साल भर के लिये नहीं कहता हूँ यानी सर्दियों में हाई एल्टीच्यूड अलाउंस दे दें तो मुश्किल से आपको 5 लाख या 6 लाख रुपये खर्चा आयेगा। इस से कोई ज्यादा फर्क नहीं पड़ता है। आपके पी० एंड टी० या आल इंडिया रेडियो या और छोटे-छोटे डिपार्टमेंट्स के मुलाजिम जहां काम करते हैं वहां वे मुलाजिम ही जाते हैं जिनको या तो आप सजा दे कर ट्रांसफर कर के भेजते हैं या फिर वे मजबूरी हालत में वहां जाते हैं। अच्छे अफसर वहां जाने को तैयार नहीं हैं क्योंकि श्रीनगर या शिमला में उनको ज्यादा पे और अलाउन्स दिया जाता है और लेह में यह पे कम हो जाता है। जरा आप सोचिये कि उन लोगों ने क्या गुनाह किया है? उनको आपको कुछ देना चाहिये। मैंने फाइनेंस मिनिस्टर साहब को रिक्वेस्ट भेजी थी कि आपका एक एक्सपर्ट टीम सर्दियों में लद्दाख देखे कि वहां कितनी मुश्किलात का सामना कर्मचारियों को करना पड़ता है। वहां पर 50 रुपये मन फायर वुड मिलता है।

190 से 195 रुपए प्रति क्विंटल हार्ट कोक मिलता है। कितना भी इकना-मिकली इस्तेमाल करें तब भी महीने में 3 क्विंटल तो खर्च हो ही जाता है। टेप्रेचर वहां पर मिनिमम -29 डिग्री रहता है और मैक्सिमम -18-20 सिल-सैस रहता है। आप लोग यहां पर एयर-कंडीशनड दफतरों में बैठकर AC और DA का फैसले कर देते हैं। वहां पर बहुत से लोगों का हार्ट फेल हो जाता है। कुछ लोगों को हायर पर टेंशन हो जाता है। सी लेवल से 12000 फीट एवरेज ऊंचाई है। वहां पर ठीक से लोग रह नहीं सकते हैं। इसलिए वहां पर रहने

वाले कर्मचारियों के लिए कुछ न कुछ करने incentive देने की जरूरत है। इसका फसला जल्दी करने की जरूरत है। दिल्ली या बंबई के कर्मचारियों का तो आप ध्यान रखते हैं लेकिन लद्दाख जैसे इलाकों में रहने वाले कर्मचारियों के बारे में आपने कभी नहीं सोचा।

इसी प्रकार कम्युनिकेशन के बारे में एक पाएंट कहना चाहता हूँ। मैं मशकूर हूँ कि आपने मेरी कांस्टीचूएँसी में सेट-लाइट कम्युनिकेशन सिस्टम लगा दिया है। लेह स्टेशन के लिए 109 लाख से ज्यादा खर्चा किया है। लेकिन वह सिस्टम आज तक चलता नहीं है। हम रोज ट्रंककाल करते हैं तो यही जवाब आता है कि लेह आउट आफ ऑर्डर है। लेह से भी काल बुक करते हैं तो भी वही जवाब मिलता है। मद्रास, लेह, निकोबार एजाल, करावती, पोर्टब्लेयर लाइन पर जो सेटलाइट कम्युनिकेशन सिस्टम 1980 में लगाया गया था में उसकी भी यही स्थिति होगी। इतना पैसा खर्च करने के बाद उसका कोई फायदा नहीं मिल रहा है। सेंसिटिव एरिया है। बार्डर एरिया है मेरी कान्स्टी-ट्यूएँसी चाइना और पाकिस्तान के साथ लगती है। इस तरफ तबज्जह देने की जरूरत है।

इसी प्रकार इनर्जी सेक्टर के बारे में बोलना चाहता हूँ। इसमें सलाल हाईडल प्रोजेक्ट के लिए 13.40 करोड़ रेवेन्यू साइड में और 94 करोड़ कैपिटल साइड पर रखा गया है। इसके लिए ज्यादा पैसे की आवश्यकता है। इसको जल्दी पूरा किया जाना चाहिए। मेरी कान्स्टीट्यूएँसी में जो सतकना हाईडल प्रोजेक्ट साइड 4 करोड़ का था अब देरी होने को वजह से 18-20 करोड़ तक पहुंच गया है। अभी उसमें कई साल और लगेंगे और

[श्री पी० नामग्याल]

दो मेगावाट इनीशियल स्टेज पर पैदा होगी। दो रूपए की यूनिट खर्चा आने का अंदाजा है। यही हशर सलाल का भी हो सकता है। इसलिए सलाल प्रोजेक्ट को शीघ्र पूरा करने की आवश्यकता है। इसको पूरा करने के लिए और जो लैस प्रायोरिटी के सेक्टर हैं उनमें चाहे देरी कर दी जाए लेकिन इसको पूरा करवा दिया जाए। अब मैं नाम कर्वेशनल इनर्जी सेक्टर के बारे में बोलना चाहता हूँ, मेरी कांस्टीट्यूंसी में साल के 360 दिन में से 300 दिन सनी डेज होते हैं और सोलर इनर्जी का इस्तेमाल हो सकता है। इससे फ्यूल काफी सेव हो सकता है। इस क्षेत्र में रिसर्च की आवश्यकता है।

इनफरमेशन एण्ड ब्राडकास्टिंग के बारे में भी थोड़ा सा निवेदन करना चाहता हूँ।

हमारे लेह में जो रेडियो स्टेशन है, इसके बारे में मैंने कई बार कह चुका हूँ।

MR. CHAIRMAN: You indicate the points only. You have already taken fifteen minutes.

श्री पी० नामग्याल: मैं यह कहना चाहता हूँ कि वह रेडियो स्टेशन ठीक प्रकार से प्रोग्राम नहीं देता है क्योंकि वहां पर जो मशीनरी है वह बिल्कुल पुरानी है। वहां रिकार्ड ठीक तरह से नहीं बजते हैं, इसका कारण यह है कि वहां ट्रांसमीटर बहुत ही कमजोर है। पाकिस्तान, तिब्बत, पाक आक्यूपाइड काश्मीर के बल्तीस्तान में लोग हमारी भाषा समझते हैं। इसलिए, यह रेडियो स्टेशन बहुत ही महत्व रखता है मैं चाहता हूँ कि इस ओर अवश्य ध्यान दिया जाए।

मैं सिविल एवियेशन मिनिस्ट्री का मशकूर हूँ क्योंकि उन्होंने हमारे सेक्टर में एक एडीशनल फ्लाईट अप्रैल से श्रीनगर और लेह के बीच में चलाने का फैसला किया है। हमने चण्डीगढ़ सेक्टर से हफ्ते में दो बार फ्लाईट के लिए भी मांग की थी। अब जो फ्लाईट है, वह सिर्फ सप्ताह में एक ही बार चलती है। मौसम या टैक्निकल गड़बड़ी की वजह से अगर वह कैंसिल हो जाती है तो पूरा एक सप्ताह तक पैसेंजर्स को रुकना पड़ता है। मेरा निवेदन है कि हमारी इस मांग को कंसीडर किया जाना चाहिए।

The very next day there should have been some additional special flight to clear those stranded passengers.

अगर मौसम की वजह से गड़बड़ी हो जाती है तो उस फ्लाइट को दूसरे या तीसरे दिन क्लीअर कर दिया जाना चाहिए। लेकिन ऐसा कभी नहीं होता है। हमें इन्डियन एयरलाइन्स के दरवाजे खटखटाने पड़ते हैं कि हमारे ऊपर मेहरबानी कीजिए। उनके नियम के मुताबिक जो सुविधाएँ स्ट्रेन्डेड पैसेंजर्स को मिलनी चाहिए वह चण्डीगढ़ सेक्टर में कभी नहीं मिलती है। वहां बिजनेस मैन की बजाय ज्यादातर पिलग्रीम्स ही आते हैं। आप फाइव स्टार होटल में ठहराने के लिए 500 रूपए एक पैसेंजर पर खर्च करते हैं, अगर आप उसे 300 रूपए कैश ही दें तो वह मजे से हफ्ते भर तक दाल रोटी खा सकता है।

मैंने जो सुझाव आपके सामने रखे हैं, इन पर अवश्य ध्यान दिया जाना चाहिए। इन शब्दों के साथ मैं समाप्त करता हूँ और जो फाइनाल्स मिनिस्टर साहब ने ग्रान्ट मांगी है इनकी ताईद करता हूँ।

[illegible]

(၂) : အောက်ပါအတိုင်း -

[illegible]

[شہری پی - نام گہلا]

میرے پاس ۸۰-۱۹۷۹ء کی فیکرس موجود ہیں۔ جموں کشمیر سرکار نے ایک حق کنسلٹینٹ مقرر کیا تھا جب کہ لدان ریجن میں اکانومک ڈیولوپمنٹ کے لئے پیسہ پہنچا ہے یا نہیں۔ حق کنسلٹینٹ نے جو اپنی رپورٹ دی ہے اس کے مطابق -

"The average income is Rs. 1,379 for 1979-80 for all India. The corresponding figures for the State is Rs. 1,222. As against this, for the same period, the real income for Leh is Rs. 709 and for Kargil Rs. 728."

مہری کانسٹی چوبیسویں میں ایوریج انکم ۷۰۹ روپے ہے اور کارگل میں ایوریج انکم ۷۲۸ روپے ہے۔ اسی سے آپ اندازہ لگا سکتے ہیں کہ وہاں کی حالت کیا ہے۔ اب تو حالات اس سے بھی گڑبی ہوئی ہے اس سے بھی بدتر ہے۔

اسی کنسلٹنٹ نے آئے چل کر جو رپورٹ دی ہے اس میں کہا گیا ہے کہ لیہ میں ۵۸۰۲ پرسنل لوگ بلو پارتی لائین میں رہتے ہیں۔ اسی سے آپ اندازہ لگا سکتے ہیں کہ جو آپ پیسہ دے رہے ہیں اس میں سے کتنا پیسہ وہاں پہنچ رہا ہے۔ آپ نے ہماری سٹیٹ کے لئے ۱۶۹ کروڑ روپیہ دیا جس میں سے مہری کانسٹی چوبیسویں میں ۸ کروڑ ۷۲ لاکھ

روپیہ پہنچا۔ جو روپیہ میری کانسٹی چوبیسویں کے جمعہ میں ملا ہے۔ اس سے آپ اندازہ لگا سکتے ہیں کہ وہاں کی حالت کیا ہے۔ اس طرف سرکار کو دھیان دینے کی ضرورت ہے۔

ساتھ ہی ساتھ میں گہلا چاہوں گا کہ کئی سیکٹر میں مثلاً کمیونیکیشن پاور سیکٹر یا ہوم میں جو آپ نے گرانٹ مانگا ہے اس میں سے زیادہ تر آپ نے گورنمنٹ ایجنسیوں کو سٹیٹ کمیونیکیشن اور ڈیٹریسٹس ایجنسی کے لئے مانگا ہے۔ اس کٹنگ میں جلاب فائلیس مسٹر صاحب سے میں گزارش کروں گا کہ ہمارے لدان ریجن میں مشکل سے پانچ سو سیٹلر گورنمنٹ کے کمرپسری ہیں۔ اگر آپ صرف چھ مہینے کے لئے میں سال بھر کے لئے نہیں کہتا ہوں یہ علی سرڈیوں میں ہائی الٹیٹیوڈ ایجنسی دے دیں تو مشکل سے آپ کو پانچ لاکھ یا چھ لاکھ روپے خرچ آئے گا۔ اس سے کوئی زیادہ فرق نہیں پڑتا ہے۔ آپ کے پی - ایڈیٹو - یا آل انڈیا ریڈیو اور چھوٹے چھوٹے ڈیٹریسٹس کے ملازم وہاں کام کرتے ہیں۔ وہاں وہ ملازم ہی جاتے ہیں جن کو یا تو آپ سزا دے کر ٹرانسفر کر کے بھیجتے ہیں یا پھر وہ مجبوری حالت میں وہاں جاتے ہیں۔ اچھے افسر وہاں جانے کو تیار نہیں ہیں۔ چونکہ سری نگر یا شملہ میں ان کو

زیادہ بے اور الونس دیا جاتا ہے اور
 لہجہ میں وہ بے کم ہو جاتا ہے -
 ذرا آپ سوچئے - میں نے فائلیٹس
 منسٹر صاحب کو ریکورسٹ بھیجی
 تھی، کہ آپ کا ایک ایکسپورت ٹیم
 سرڈیوں میں لداخ جا کر دیکھے کہ
 وہاں کتنی مشکلات کا سامنا کر رہے ہیں
 کو کرنا پوتا ہے - وہاں پر ۵۰ روپے
 من فائر ورڈ ملتا ہے - ۱۹۰ سے ۱۹۵
 روپے پرتی کولنگل ہارڈ کوک ملتا
 ہے - کتنا بھی اکانومکلی استعمال
 کریں تب بھی مہینے میں ۳ کولنگل
 تو خرچ ہو ہی جاتا ہے - ٹیمورچر
 وہاں پر منیم ۲۹°C ڈگری رہتا ہے
 اور میکسیمم ۱۸-۲۰ ڈگری سلسیوس
 رہتا ہے - آپ لوگ یہاں پر اینڈرکڈ ہیلڈ
 دفتروں میں بھتہ کر C.A. اور D.A.
 کا فیصلے کر دیتے ہیں - وہاں پر
 بہت سے لوگوں کا ہارڈ ٹریبل ہو
 جاتا ہے - کچھ لوگوں کا ہائپرٹینشن
 ہو جاتا ہے - سی لیول سے ۱۲۰۰۰
 فٹ ایوریج اونچائی ہے - وہاں پر
 ٹھیک سے لوگ رہ نہیں سکتے ہیں -
 اس لئے وہاں پر رہنے والے کر مہجاریوں
 کے لئے کچھ نہ کچھ incentive دینے
 کی ضرورت ہے - اس کا فیصلہ جلدی
 ہی کرنے کی ضرورت ہے - دلی یا
 بمبئی کے کر مہجاریوں کا تو آپ دیکھان
 رکھتے ہیں لیکن لداخ جیسے علاقوں
 میں رہنے والے کر مہجاریوں کے بارے
 میں آپ نے کبھی نہیں سوچا -

اسی پرکار کمونیکیشن کے بارے
 میں ایک پوائنٹ کہنا چاہتا ہوں -
 میں مشکور ہوں کہ آپ نے مہری
 کانسٹی چوینسی میں سیٹلائٹ
 کمونیکیشن سسٹم لگا دیا ہے - لہجہ
 اسٹیشن کے لئے ۱۰۹ لاکھ سے زیادہ
 خرچ کیا ہے - لیکن وہ سسٹم آج
 تک چلتا نہیں ہے - ہم روز ٹرنک کال
 کرتے ہیں تو بھی جواب آتا ہے کہ
 لہجہ لائن آف آرڈر ہے - لہجہ
 سے بھی جب ٹرنک کال کرتے ہیں
 تو بھی وہی جواب ملتا ہے مدراس
 لہجہ نکوبار ایصال کوانٹی پورٹ بلیمٹر
 "ڈین پر جو سیٹلائٹ کمونیکیشن
 سسٹم ۱۹۸۰ لگایا گیا تھا ۱۹۸۰ میں
 اس کی بھی یہی اسٹیٹی ہوگی -
 اتنا پیسہ خرچ کرنے کے بعد بھی
 اس کا کوئی فائدہ نہیں مل رہا ہے -
 سہنسٹیو ایریا ہے - بارڈر ایریا ہے -
 اور مہری کانسٹی چوینسی چائلڈ
 اور پاکستان کے ساتھ لگتی ہے - اس
 طرف توجہ دینے کی ضرورت ہے -

اسی پرکار ایفوجی سیکٹر کے بارے
 میں بولنا چاہتا ہوں - اس میں
 سال ہائڈل پراجیکٹ کے لئے ۱۳۴۳۰
 کروڑ روپیہ سائڈ میں اور ۹۳ کروڑ
 کیپیٹل سائڈ پر رکھا گیا ہے - اس
 کے لئے زیادہ پیسہ کی اوشکتا ہے -
 اس کو جلدی پروا کیا جانا چاہئے -
 مہری کانسٹی چوینسی میں جو سیکٹر
 ہائڈل پروجیکٹ ساڑھے چار کروڑ کا

[شری پی - نام گیل]

تو اب دیوی ہونے کی وجہ سے ۱۸-۲۰ کروڑ تک پہنچ گیا ہے۔ ابھی اس میں کئی سال اور لگیں گے اور دو میٹاوات انیشیل اسٹیج پر پیدا ہوگی۔ دو روپے فی یونٹ خرچ آنے کا اندازہ ہے۔ یہی حشر سلاں کا بھی ہو سکتا ہے اس لئے سلاں پروجیکٹ کو شیکر پورا کرنے کی اوشیکتا ہے۔ اس کو پورا کرنے کے لئے اور جو لوس پرائیویٹ کے سیکٹر ہیں ان میں چاہے دیوی کر دی جائے لیکن اس کو جلدی پورا کروا دیا جائے۔ اب میں نان کنوینشنل انرجی سیکٹر کے بارے میں بولنا چاہتا ہوں میری کانستی چوبیسویں سال کے ۳۶۰ دن میں سے ۳۰۰ دن سنی قیڑ ہوتے اور سولر انرجی کا استعمال ہو سکتا ہے۔ اس سے فیوہ کافی سہو ہو سکتا ہے۔ اس چھپتر میں ریسرچ کی اوشیکتا ہے۔

انفارمیشن اینڈ ہراڈ کاسٹنگ کے بارے میں بھی تھوڑا سا نویدن کرنا چاہتا ہوں۔

ہمارے ایہہ میں چار ویڈیو اسٹیجوں ہے اس کے بارے میں میں نے کئی بار کہہ چکا ہوں۔

MR. CHAIRMAN: You indicate the points only. You have already taken fifteen minutes.

شری پی - نام گیل : میں یہ کہنا چاہتا ہوں کہ وہ ویڈیو اسٹیج

تھیک پرکار سے پروگرام نہیں دیتا ہے کیونکہ وہاں پر جو مشینری ہے وہ بالکل پرانی ہے۔ وہاں ریکارڈ تھیک طرح سے نہیں بھتے ہیں۔ اسکا کارن یہ ہے کہ وہاں ٹرانسمیٹر بہت ہی کمزور ہے۔ پاکستان تہب پاک آکھوہالیٹ کشمیر کے بلتستان میں لوگ ہماری بھاشا سمجھتے ہیں۔ اسلئے یہ ویڈیو اسٹیج بہت ہی مہتو رکھتا ہے۔ میں چاہتا ہوں کہ اس اور اوشیہ دھیان دیا جائے۔

میں سہول ایوی ایشن منسٹری کا مشکور ہوں کیونکہ انہوں نے ہمارے سیکٹر میں ایک ایڈیشنل فلائیٹ اپریل سے سرنیکر اور ایہہ کے بھچ میں چلانے کا فیصلہ کیا ہے۔ ہم نے چلتیگڑھ سیکٹر سے ہقتے میں دو بار فلائیٹ کے لئے مانگ کی تھی۔ اب جو فلائیٹ ہے وہ صرف سپتہا میں ایک ہی بار چلتی ہے۔ موسم یا تھکنیکی گزتری کی وجہ سے اگر وہ کیٹسل ہو جاتی ہے تو پورا ایک سپتہا تک پسنجروں کو رکنا پڑتا ہے۔ میرا نویدن ہے کہ ہماری اس مانگ کو کشہتر کیا جانا چاہئے۔

The very next day there should have been some additional special flight to clear those stranded passengers.

اگر موسم کی وجہ سے گزتری ہو جاتی ہے تو اس فلائیٹ کو

دوسرے یا تیسرے دن کلیئر کر دیا
 جانا چاہئے۔ لیکن ایسا کبھی
 نہیں ہوتا ہے۔ ہمیں انڈین ائیر
 لائنز کے دروازے کھٹ کھٹانے پڑتے
 ہیں کہ ہمارے اوپر مہربانی کیجئے۔
 ان کے نیم کے مطابق جو سوداگروں
 اسٹریٹرز پیسینجرس کو مادی
 چاہئے وہ چند یگروہ سیکٹر میں کبھی
 نہیں ماتی ہے۔ وہاں بزنیس میں
 کسی بجائے زیادہ تر پلگرس
 ہی آتے ہیں بزنیس میں نہیں ہوتے
 ہیں۔ آپ فائو اسٹار ہوٹل میں
 تھہرنے کے لئے 500 روپے ایک
 پیسینجر پر خرچ کرتے ہیں اگر آپ
 اسے 300 روپے کیش ہی دے دیں
 تو وہ مزے سے ہڈی بھر تک دال
 دوٹی کھا سکتا ہے۔

میں نے جو سچھڑا آپکے سامنے
 رکھے ہیں ان پر اوشے دھیان دیا
 جانا چاہئے۔ ان شہدوں کے ساتھ
 مہوں سمایت کرتا ہوں اور جو
 فائلیس منسٹر صاحب نے گرانٹس
 مانگا ہے انہی تائید کرتا ہوں۔]

श्री जगराल सिंह (हरिद्वार) :
 ग्राम बजट पर चर्चा के वक्त भी पहलुओं
 पर विचार हो चुका है लेकिन प्रोसीजर
 के तौर पर 1982-83 की सप्लीमेंटरी
 डिमान्ड्स पर चर्चा हो रही है। मैं
 एक चीज आपके माध्यम से कहना चाहता
 हूँ और वह यह कि कोई भी योजना
 ठीक समय पर और निर्धारित राशि में

पूरी नहीं होती है सरकार की मंशा
 क्या है, इस बारे में कुछ नहीं कहना
 चाहता हूँ क्योंकि इस देश के सब लोग
 इस बात को जानते हैं। आप चाहे जितने
 भी ग्राम बजट पेश कीजिए या सप्ली-
 मेंटरी डिमान्ड्स पर चर्चा कीजिए, जब
 तक आपकी योजनाएं ठीक समय पर
 और निर्धारित राशि से पूरी नहीं होंगी
 तब तक कुछ नहीं होने वाला है। एशियाड
 पर हुए व्यय को पूरा करने के लिए
 मैं पहले भी कह चुका हूँ। मैं इस समय
 राजनीति को खसीटना नहीं चाहता हूँ।
 लेकिन कांग्रेस पार्टी के एक सदस्य
 राजनीति को घसीटा है जो कि इस वक्त
 नहीं होना चाहिए था। उन्होंने आसाम
 के बारे में काफी कुछ कहा है।
 इलेक्शन कमीशन का रुख आपके सामने
 आ चुका है। असम में 14 तारीख के
 पोल के बाद चीफ इलेक्शन कमिश्नर का
 क्या रोल था? उन्होंने सरकार को लेटर
 लिखा, लेकिन ला मिनिस्टर और गृह
 मंत्री ने यह कह कर सदन को गुमराह
 किया कि हमारे पास कोई पत्र नहीं आया
 इसलिये मैं कहना चाहता हूँ कि अगर आप
 सप्लीमेंटरी ग्रान्ट्स पर राजनीति लोगो ने
 तो हम भी पीछे नहीं हैं। असम में
 विरोधी पार्टियों का रुख साफ था।
 आपने 15,000 लोगों को वहां पर
 मरवाया उसका कारण यह है इस देश
 का अनईविन डेबेलपमेंट हो रहा है।
 असम में जो कुछ हो रहा है वह आपकी
 योजनाओं के विफल होने के कारण हो
 रहा है। आपने वहां पर कम्युनिकेशन
 के साधन नहीं पहुंचाये और बाहर के लोगों
 को अपनी अकुशलता के कारण बढ़ावा
 दिया जिसकी वजह से वहां की ब्यू-
 रोक्रसी और व्यापार पर दूसरे लोग हावी
 हो चुके हैं और असम के लोगों के सामने
 अपनी संस्कृति को बचाने का संकट खड़ा
 हो गया है। इसलिए पिछड़े हुए इलाकों
 को प्रायरीटी दीजिए। अगर आप पिछड़े

[श्री जगपाल सिंह]

हुए क्षत्रों का समुचित विकास प्राथमिकता के आधार पर नहीं करेंगे तो देश के कभी भी ऊपर नहीं उठ सकता। असम को प्राथमिकता दीजिए, नागालैंड की समस्या 35 साल से है, त्रिपुरा, मिजोरम, असम आज से इसलिए टूट रहे हैं, और फौज का इस्तेमाल करने के बाद भी आप इस देश की मुख्य धारा में उनको नहीं ला पाये हैं, उसका कारण यहां है कि आपने इन इलाकों को योजनाओं के आधार पर प्राथमिकता नहीं दी है, उनके रहन सहन का स्तर ऊपर उठाने के लिए कोई प्रायरीटी नहीं दी है। इसलिए देश के जितने पहाड़ी इलाके हैं और नार्थ ईस्टर्न जोन के प्रदेश हैं उनको विकास में प्रायरीटी दीजिए तभी मुल्क का टूटने से आप बचा पायगे, अन्यथा नहीं। असम, नागालैंड, मिजोरम, त्रिपुरा के अन्दर 85 परसेंट लोग विदेशी पैसे पर हिन्दुस्तान के साथ खिलवाड़ कर रहे हैं। पंडित जवाहर लाल नेहरू के समय में वहां पर 700 ईसाई मिशनरीज थे, और जब से श्रीमती इन्दिरा गांधी गद्दी पर बैठी हैं उनकी संख्या बढ़ कर 4,537 हो गई है। यह मिशनरीज इन इलाकों में आपरेट कर रहे हैं और यू.इरो रु 0 खर्च कर के देश को तोड़ने की साजिश कर रहे हैं। आप इसको तभी खत्म कर सकते हैं जब वहां के लोगों का रहन सहन का स्तर ऊंचा उठेगा, उनकी आमदनी बढ़ेगी। उन इलाकों को प्राथमिकता के तौर पर हर क्षेत्र में सुविधा दे कर उनको देश की सभ्यता, संस्कृति के साथ जोड़ सकेंगे।

मुल्क के सामने इतने बड़े खतरे आ चुके हैं, बिहार, पंजाब, पाकिस्तान के बाईर क्षत्र हो चाहे प्रदेशों का मामला हो। यह सब अनर्इवन विकास के कारण है। इसको दूर कीजिए और सभी प्रदेशों

को प्राथमिकता दीजिए। केवल दिल्ली को ही प्राथमिकता न दीजिए। मान्यवर, एशियाड के बारे में अबबारों पढ़ कर सर लज्जा से झुक गया जब 48 करोड़ रु० ईरान और ईराक से मिला था उन देशों के खिलाड़ी एशियाड विलेज काम्पलैक्स में जिन फलैटों में रुके थे, वहां एक लड़की जो उनकी सेवा के लिए छोड़ी गई थी उसको इन सैक्स के भेड़ियों ने नोच कर डाल दिया। आज तक उस लड़की के बारे में कोई जांच नहीं हुई। मैं मांग करता हूं कि उन प्लेयर्स को चाहे वह ईराक के हों या ईरान के, उनको आपने अरेस्ट क्यों नहीं किया। मैं जानता हूं कि आपने उनको इसलिए अरेस्ट नहीं किया क्योंकि आपने अरबों रु० उस मुल्क से ख़रात में लिया था। और एशियाड गांव में ही नहीं, पाचतारा होटलों में भी न जाने कितनी बहनों की बेइज्जती हुई होगी। मैं मांग करता हूं कि उस मध्यम परिवार की लड़की के साथ ईराक और ईरान के खिलाड़ियों ने जो अभद्र व्यवहार किया उनको आपको अरेस्ट करना चाहिए था। आपने क्यों नहीं अरेस्ट किया?

इसमें अंडमान और निकोबार का जिक्र है। मैं वहां घुमने गया था, पिछले 30 साल के से दो वैसल्स अंडमान से निकोबार और निकोबार से अंडमान लोगों को और समान को लाने ले जाने के लिए दिये थे। लेकिन अभी तक उनके पास एक ही वेसल पहुंचा है।

अंडमान से निकोबार 150,200 किलो मी० दूर है और वहां पर मंगोल रैस के लोग हैं, लेकिन वह हमारे देश की धारा के साथ जुड़े हुए हैं। मैं मांग करता हूं कि वहां 2 वैसल भी थोड़े पड़ते हैं, वहां पर 4 वैसल लगाइये। अंडमान से निकोबार माल ले जाने के लिए एक-एक

सप्ताह तक उनको इंतजार करना पड़ता है। कई बार महीने में एक बार भी बैसल नहीं जाता है।

मैं एक मांग यह करता हूँ कि डा० दस्तूर ने जो योजना इस मुल्क के सामने रखी है, वह देश को बचाने वाली योजना है। आप उस योजना को पूरे देश में जम्मू-काश्मीर से बंगाल, असम तक लागू कीजिए। उससे बहुत विकास होगा, देश बाढ़ और सूखे से बचेगा और जो पानी मिलेगा उसे इस देश की बहबूदी के लिए इस्तेमाल किया जा सकेगा। आपके एनर्जी के प्लान्ट बनेंगे, जिससे बिजली मिलेगी। मेरी मांग यह भी है कि डा० दस्तूर की योजना को चाहे विदेशी कर्जा लेकर लागू करना पड़े तो भी उसको लागू किया जाये चाहे उसमें कितना भी समय लगे। इससे हमारा देश ऊपर उठ सकता है और विदेशी साम्राज्यवादियों के चंगुल से बच सकता है।

DR. KRUPASINDHU BHOI (Sambalpur): Mr. Chairman, Sir, anyhow I have got a chance to speak at the time of the Supplementary Demands for Grants for the year 1982-83.

I must congratulate the ex-Finance Minister, Mr. R. Venkataraman, who started to rehabilitate the disturbed economy created by the previous Janana conglomeration. Again, now, I congratulate the present Finance Minister, Mr. Pranab Mukherjee, who has started to establish an era of discipline in the economy of the country.

Many Opposition stalwarts have criticised the Budget as a tax-collector's budget and taxation for the common masses and others. But in private, they have commented differently. The leaders like Mr. Bahuguna and other Lok Dal leaders have stated that the Government is contemplating a mid-term poll in the country because they have given a Bud-

get to mitigate the hardships and the grievances of the downtrodden and middle class people.

For the new 20-point economic programme, in this Budget, the Minister has made a budget allocation of Rs. 10,000 crores as against Rs. 8000 crores last year. I want to make a concrete suggestion. Mr. Satish Agarwal elaborately discussed as to how money should be spent in a proper manner and how a mid-term evaluation or monitoring is required so that the Plan allocation for the Centre and the States is spent in a proper manner. That is the prime need of the country. Definitely, the 20-point economic programme is for the poor people, the Adivasis, the Harijans and other lower class people and also, at the same time, the middle class people.

What is the scientific evaluation we have conducted uptill now? Definitely, on paper, the State administration is giving all the data and statistics of their achievements. I do not deny that all the documents they are submitting are perfectly in correct. Previously, from 1971 to 1977, there was a process of evaluation through different university students, economic students, science students and scientific research people. They are choosing some blocks and they were doing the survey as to how many peasants, how many workers, how many Adivasis and Harijans are actually being benefitted by IRDP, NERP and from other different Adivasi and Harijan programmes. That is to be known through the research students or the economic's students so that a direct evaluation of the processes can be made.

About the agricultural production, I am not happy. In the agricultural production, definitely, there was a break-through in 1972. The country was self-sufficient in foodgrains and did not borrow from outside. Out of 61 million hectares of land, 57 million hectares is actually getting irrigation. We must find out what is the defect in planning, whether the field channels

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are being constructed in a proper manner, whether there are slippages to the different field canals or different rivers or not. Our system of irrigation in some States like Karnataka, is definitely in perfect order. We have two schools of thought in the country, one Mr. K. L. Rao and the other Mr. Visveswaraya. They are the two great engineers of the country Mr. Rao was in favour of multi-purpose gigantic river valley projects. On the other hand, Mr. Visveswaraya though he was not against this idea, held a different theory. Mr. Visveswaraya advocated construction of dams in medium type of rivers, small rivers and by that, the chronically drought-affected area will be saved from the disaster of calamity and we can also get hydroelectricity. For multi-purpose river type projects, we do not have adequate finances.

Proposals like Ganga-Kaveri canal is not feasible in our country due to financial constraints. So, I support the cause of Shri Visveswaraya, one of the greatest engineers, who has shown to the world that India can produce an engineer like this when there was a Convention in New York. Everybody is aware of the fact. In this context, I would advise the Hon. Minister that for this proper monitoring is required. Mr. Satish Agarwal yesterday was saying that not a single project in the country was completed on time-bound schedule. But there are some projects in Karnataka and in my State, the Hirakud Dam, which were completed on time-schedule. But there was some slight escalation. In view of these examples, we can have a Research Centre in each State to monitor and to advise technologically for a design parameter of different irrigation projects so that we can finish the work within a time frame.

On agricultural production and industrial production, there was much more controversy because of the cost of industrial and agricultural products. If you want to see the best State where

the agricultural farmer can make sufficient earning to protect his family, you can go to Andhra Pradesh. In East Godavari district, we have seen the standard of the life of the people there. The standard of life of agriculturists there has increased manifold. But in the North-Eastern region, in Bihar and U.P., we are facing crisis. Why? The agriculturists here must go and see the farmers in Andhra Pradesh and find out how they are able to earn much more profit through agriculture.

In many States, panchayat and panchayat samiti elections have not been held in many blocks. Due to this, the implementation of 20-point economic programme is at a stand-still. Also with regard to agriculture, previously the VLWs were taking direct interest to monitor and to help the farmers. But now the VLWs have been engaged otherwise. The industrial sector also is suffering. We have achieved our goal in production of food, definitely. Last time, Shri Rajiv Gandhi, the Hon. Member, has suggested one thing. Our process of exploitation of coal in mines, our process of utilisation of coal, is the best in the world.

MR. CHAIRMAN: Please try to conclude.

DR. KRUPASINDHU BHOI: The idea of Dr. Zakir, who was Chairman of the CSIR previously, was that we should not depend more on petroleum and petroleum products and we should do much more research on coal because coal is the basic raw material for chemical products and energy. Our design parameter for chemical production is the best in the world. So, the slurry process should be tried immediately in the coal sector, so that we may save many areas which are dependent on transport and which consume energy. The slurry process for transport of coal from mine pitheads to any industry or thermal power station is a must.

About energy sector, though we have improved by seven per cent, it is not at all sufficient; we should not be satisfied with that. During Emergency the capacity utilisation was 57 per cent

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and now the capacity utilisation is only 46 per cent. During the Janata regime it had gone down to 40 per cent. My earnest request to the hon. Finance Minister is to create a scientific temper in the minds of the people, to create a scientific research cell in all industrial units. To promote the public sector undertakings, it is a must that the help of the national research laboratories under the CSIR—there are 35 institutions—be taken. In the energy sector, the human failure is more than the mechanical failure; the mechanical failure is less. We cannot criticise our BHEL. Their design parameters can be compared with the best in the world. Because we depend upon labour-intensive industries, we cannot go in for sophisticated things as suggested by Mr. Bahuguna. India cannot afford to go in for more sophisticated things because the labour force of our country will be displaced will go without work. On the one side they are criticising that unemployment is increasing and on the other side they are advocating sophistication. Therefore, in the energy sector, we should not go in for more sophisticated things. I request the hon. Minister that immediate measures be taken to establish coal washeries and gravity floatation processes so that gravel and sand can be removed.

MR. CHAIRMAN: Please try to conclude. This cannot be treated as a speech on Budget. I have already given you ten minutes.

DR. KRUPASINDHU BHOI: Sir, the parameter of the country's economy is its steel production. The steel production has gone down this year, and the causes advocated by the Department and the other people are not satisfactory. All the steel units should be put under one umbrella as was done in 1972-75 when all the units were under one umbrella. For the captive requirement of coal, for the captive requirement of mines, for the captive requirements of power of the ancillary industries which are growing like mushroom growth, different Ni-

gams have been established and that is definitely detrimental to the interest of steel production. All the units should remain under one umbrella. The Steel Authority of India should be recognised and there should be close co-ordination between all technical experts. Then only we can achieve our goal.

About family planning, I must congratulate the hon. Minister; Rs. 50 crores more have been given. But this will not be sufficient. Unless we reach 10 per cent decadal growth, we cannot achieve our goal. Unless the population is controlled in a vigorous way and some research work is advocated, we cannot achieve our goal in population control. So, I will urge upon the members of Opposition that our primary aim is to create scientific tempo in our country. For that reason the Prime Minister has got an economic adviser of international repute, likewise scientific adviser of international repute should be selected to advise and monitor the country's economy in a scientific way. At the same time to check rumours about communal riots and regional imbalance facts should be known to the people for which creation of scientific tempo is a must.

MR. CHAIRMAN: Please conclude.

DR. KRUPASINDHU BHOI: Sir, Orissa is faced with natural disasters like floods, cyclones and drought every now and then. You have spoken that Government of India is in charge of the strategic minerals and materials in our country and Union Government is responsible to collect all the money from this sector. The States which are rich—you have quoted Maharashtra—have got less strategic minerals and materials. Why not Government of India shares the collection of revenue coming from strategic minerals and materials with State Governments, which are of the country, like Bihar, Orissa, Bengal and Madhya Pradesh. Because economy of Government of India depends on resources from strategic minerals and materials I urge

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upon the hon. Minister that a separate thrust should be given with the help of the technocrats.

MR. CHAIRMAN: Please conclude.

DR. KRUPASINDHU BHOI: Sir, about Daitari steel plant a decision has been taken to establish it but investment decision is still to be taken. It is hanging like a pendulum. Money should be provided in this budget. Ib valley coal deposit is the biggest in Asia. So, a super thermal power plant should be installed there. It should be taken up with highest priority.

With these words I conclude and I want to get a categorical reply from the Minister to all the points which I have placed before the august House.

12.42 hrs.

SHRI F. H. MOHSIN in the Chair

प्रो० अजित कुमार मेहता (समस्तीपुर) : सभापति जी, जो आपने मुझे बोलने के लिए समय दिया, उसके लिए आपका धन्यवाद। इस सदन में बजट पर वाद-विवाद के दौरान आलोचना और प्रत्यालोचना के स्वर करीब करीब एक से ही रहे हैं। इसलिए मैं आलोचना और प्रत्यालोचना में नहीं जाऊंगा। मैं कुछ समस्याएं और कुछ मुद्दे आपके सामने रखने का प्रयास करूंगा।

सब से पहले मैं याद कराना चाहूंगा कि संसद में कई दफा इस बात पर चर्चा हुई है कि भारत के बहुत से इलाकों में अकाल की छाया व्याप्त है। इसका कारण खाद्य पदार्थों की कमी है। हमारा प्रदेश बिहार इस से बुरी तरह से प्रभावित है। इसलिए मैं आग्रह करूंगा कि बिहार सरकार ने केन्द्र से जो मांग की है, उसकी खाद्य पूर्ति की मांग पर विशेष रूप से ध्यान दिया जाए।

अभी संसार के ओपेक देशों ने पेट्रोलियम पदार्थों के मूल्यों में कमी की है, उसके ऊपर भी मैं ध्यान दिलाना चाहूंगा। इस कमी से करीब करीब 450 करोड़ रुपये की भारत सरकार को बचत होने वाली है। किन्तु इस बजट में इस कमी की कोई झलक नहीं मिलती है। आपने मिट्टी के तेल का दाम बढ़ाया है जबकि 450 करोड़ रुपये की आपको बचत हो रही है। इस की छाया बजट में तो पड़नी चाहिए जिसे मैं नहीं देख पा रहा हूं।

पेट्रोलियम पदार्थों के साथ साथ और भी पदार्थ हैं, और भी कमोडिटीज हैं जो पेट्रोलियम पर निर्भर करते हैं जैसे कि फर्टिलाइजर। इसलिए फर्टिलाइजर की कीमत निश्चित रूप से नीचे आनी चाहिए। पेट्रोलियम की कीमत में 450 करोड़ की बचत होने जा रही है। मेरे ख्याल से यह बचत 500 करोड़ तक पहुंच सकती है।

इसके बाद मैं आपका ध्यान व्यापार असंतुलन की ओर दिलाना चाहता हूं। व्यापार असंतुलन लगभग 2060 करोड़ तक पहुंच गया है। हमारा निर्यात 5256 करोड़ के लगभग है। यह असंतुलन इसलिए है क्योंकि बहुत से लजरी आइटम्स का अनावश्यक आयात हुआ है। व्यापार संतुलन को संतुलित किए जाने की आवश्यकता है।

शिक्षा और संस्कृति मंत्रालय के बारे में मेरा कहना यह है कि सारे देश में जितने भी विश्वविद्यालय हैं उनमें अशांति है। क्या कभी आपने इसका विश्लेषण करने की कोशिश की है। अगर कभी कोशिश की भी है तो जो दुखती रग है उस पर उंगली रखने में आप घबराते हैं। सतही तौर पर आप समस्या का समाधान

करना चाहते हैं। कई बार यह बात सामने आती है कि नियुक्तियों में पक्षपात हुआ है या परीक्षार्थियों के साथ पक्षपात हुआ है। बिहार में तो यह आरोप मुख्य मंत्री पर लगाया गया है। उप कुलपतियों पर तो अक्सर आरोप लगाए जाते हैं। क्या आपने कभी इस ओर ध्यान दिया है। क्या कभी राज्य सरकारों से इस बारे में चर्चा की गई है। क्या कभी किसी गोष्ठी का आयोजन किया गया है कि इसके लिए क्या कारगर उपाय हो सकते हैं। मैं इस ओर आपका ध्यान दिलाना चाहता था।

ऊर्जा मंत्रालय के बारे में मैं कहना चाहता हूँ कि कोयले की समस्या आज देश में है। कोयले की कीमत दिन प्रति दिन बढ़ती जा रही है। आपने यह सोचा था कि खानों का मशीनीकरण कर देने से और वितरण प्रक्रिया को थोड़ा सा जटिल बना देने से ब्लैक मार्केटिंग और कदाचार समाप्त हो जाएगा। लेकिन चसनाला और तोपा की दुर्घटनाओं को देखने से ऐसा नहीं लगता कि वहां पर पूर्ण सुरक्षा है। वितरण व्यवस्था में भी सुधार नहीं हो पाया है। डी० ओ० लैटर वितरण के लिए ऊंची कीमतों पर बेच लिए जाते हैं। कभी-कभी अच्छा कोयला जो कोल वाशरी में भेजना चाहिए वहां से डायवर्ट करके थोड़े से पैसे के लालच में गलत आदमियों के हाथ बेच दिया जाता है। इन बातों पर ध्यान देने की आवश्यकता है।

इसके अलावा मैं आपका ध्यान बिहार, खासकर उत्तरी बिहार की पावर कंजप्शन के बारे में दिलाना चाहता हूँ। अगर बरौनी के थोड़े से इलाके को छोड़ दिया जाए तो प्रति व्यक्ति पावर कंजप्शन नगण्य है। दो-तीन दिन तक बिजली नहीं दी जाती और इसके

बाद 3-4 घंटे के लिए जो बिजली दी भी जाती है वह भी लगातार नहीं दी जाती। बीच-बीच में 15-20 मिनट के लिए बिजली आती जाती रहती है। उसका कैसे उपयोग किया जा सकता है। मेरा निवेदन यह कि अगर एक या दो या दिन में 4 घंटे भी बिजली दी जाए तो कम से कम लगातार तो दी जानी चाहिए। मेरे ख्याल से इसका कारण यह है कि हम अपने बिजली घरों की पूरी क्षमता का उपयोग नहीं कर पा रहे हैं।

अगर कुछ कमी है तो उसको पूरा करने का कोई प्रयास नहीं किया जा रहा है। उत्तर बिहार में मुजफ्फरपुर के नजदीक कांती थर्मल पावर स्टेशन को 1982 तक चालू करने की योजना थी। ऐसा नहीं लगता कि वह 1983 तक भी आरम्भ हो सकेगा? मैं समझता हूँ, यदि इससे उत्पादन आरम्भ हो जाए तो उत्तर बिहार की पांच-सात साल तक बिजली की कमी दूर हो जायेगी। मेरा निवेदन है कि इस ओर आपका समुचित ध्यान जाना चाहिए।

वित्त मंत्रालय के बारे में मैं कहना चाहता हूँ क्योंकि भ० पू० वित्त मंत्री यहां बैठे हुए हैं। इन्होंने काले धन की सीमित करने के लिए बान्ड इश्यू किए थे, लेकिन अभी भी समानान्तर अर्थव्यवस्था चल रही है। मैं सिर्फ इतना ही याद दिलाना चाहता हूँ कि जो प्रयास इस दिशा में किया गया था, वह असफल रहा है।

सूचना और प्रसारण मंत्रालय के बारे में तो कल की ही बात कहना चाहता हूँ। हमारे माननीय सदस्य श्री रामावतार शास्त्री जी ने विनियोग विधे

[श्री अजित कुमार मेहता]

यक पर चर्चा में भाग लिया था । लेकिन इस बारे में कोई भी चर्चा रेडियो की संसद समीक्षा में नहीं हुई जबकि वित्त मंत्री ने शास्त्री जी के दो सुझावों को मान भी लिया था । सुझाव के बारे में तो रेडियो पर चर्चा हुई लेकिन नाम की चर्चा नहीं हुई । मैं सिर्फ इतना ही कहना चाहता हूँ कि रेडियो कुछ खास व्यक्तियों के प्रचार और प्रसार का माध्यम बनकर रह गया है जिसमें कि सात या आठ मिनट खास व्यक्तियों के लिए और बाकी दो मिनट दूसरे व्यक्तियों के लिए होते हैं । मैं चाहता हूँ कि इस ओर आपका अवश्य ध्यान जाना चाहिए ।

कल मैंने भी विनियोग विधेयक पर चर्चा की थी और आज फिर कुछ कहना चाहता हूँ । साइन्स और टेक्नोलॉजी डिपार्टमेंट की स्टेपकी में एक योजना बनी है उसमें काफी राशि का प्रावधान किया गया है । 1975-76 के लगभग बिहार में इसी प्रकार की कई योजनाएं चालू की गई थी जिसमें कि एक प्रमुख रूप से इंजीनियरिंग कालेजों में साइन्स एण्ड टेक्नोलॉजी एन्ट्रीप्रन्योर पार्क से मिलती-जुलती योजना थी । समुचित धन के अभाव में यह योजना सफल नहीं हो सकी लेकिन रांची में यह योजना सफल हुई है ।

मेरा आपसे आग्रह है कि 31 मार्च से पहले-पहले ऐसा प्रावधान किया जाए जिससे बिहार की यह योजना स्टेप के अन्तर्गत ले ली जाए । इसके लिए बिहार सरकार को समुचित धन का प्रावधान किया जाय ।

इन शब्दों के साथ आपका धन्यवाद करता हूँ और अपना स्थान ग्रहण करता हूँ ।

श्री मूल चन्द डागा (पाली) :

सभापति जी, बजट के बाद सप्लीमेंटरी और एक्सेस ग्रान्ट्स दोनों मिला कर 3,000 करोड़ का एक बजट सा ही सरकार ने पेश कर दिया । यह सप्लीमेंटरी डिमान्ड्स नहीं हैं बल्कि एक बजट ही है । पुलिस पर खर्चा बढ़ रहा है और साथ ही अपराध भी बढ़ रहे हैं । न्यायालय बढ़ रहे हैं लेकिन फैसले नहीं हो रहे हैं । हमने 20 हजार करोड़ ६० पब्लिक अन्डरटेकिंग्स में लगाया, लेकिन उसका कितना लाभ मिल रहा है ? अगर 10 परसेंट के हिसाब से ही लाभ मिलता तो 2,000 करोड़ ६० प्रति वर्ष मिलता । लेकिन ऐसा नहीं है । कोई भी पब्लिक अन्डरटेकिंग या कारपोरेशन ऐसी नहीं है जिसमें घाटा न हो । हमने एन० टी० सी० की स्थापना की और सोचा था कि सस्ता कपड़ा गांवों में लोगों को मिलेगा । आज उसमें 100 करोड़ रुपये का घाटा है और गरीबों को कपड़ा नसीब नहीं होता । जूट कारपोरेशन में घाटा, राज्यों में जितने बिजली बोर्ड हैं उनमें करोड़ों रुपये का घाटा, सारे राज्यों की स्टेट ट्रांसपोर्ट कारपोरेशन्स में घाटा है । हमें सोचना होगा कि हम कहां जा रहे हैं केवल बजट बना देने से या कुछ बातें कह देने से 68 करोड़ जनता को उत्तर दे सकेंगे ?

हमने पंचवर्षीय योजना पूरी की । उस पर इकोनामिक और साइंटिफिक रिसर्च फाउन्डेशन हाउस, नई दिल्ली ने रिसर्च की जिससे मालूम होता है कि जो हमारे प्लान थे और टारगेट थे उनके पूरा न होने के कारण, योजनाओं को अचीव न करने के कारण हमारी उपलब्धि न होने के कारण ।

"The loss in production, employment, exports etc. due to delays in Plan implementation is staggering."

National income lagged behind by Rs. 1,20,082 crores exports by Rs. 9,600 crores, foodgrains output by 54 million tonnes cement by 13 million tonnes and so on. The Fifth Plan ended with backlog of 14.4 million unemployed."

सारी योजनाओं में जो हमने धनराशि लगाई थी और जो आशा करते थे, वह हमें नहीं मिला। सरकार कोई रास्ता ढूँढेगी। हमने एक नारा दिया कि पब्लिक ग्रन्डर टेकिंग्स के कारण जो रिसोर्सेज पैदा होंगे उससे हमारी दौलत बढ़ेगी। लेकिन आज क्या हो रहा है। 20,000 करोड़ रुपये लगाने के बाद भी कुछ लाभ नहीं हाथ आया। इसका कारण यह है कि हमारी प्लानिंग और टारगेट में बड़ा अन्तर रहता है।

राजस्थान में बिजली की भारी कमी है जिसके कारण लाखों काश्तकारों को करोड़ों रुपये का नुकसान हो गया है।

13.00 hs.

गवर्नमेंट मिनिमम चार्जेज वसूल करना चाहती है। राजस्थान में

"The atomic power plants have become a drain on the country's economic resources which are already bursting at the seams. The two units in Rajasthan at Rana Pratap Sagar have been on outage 245 times in the last 10 years i.e. an average closure once in every 14 days. The second unit, within nine months of coming into existence, had been shut down 22 times and over 1200 engineering changes were effected in the plant till the end of last year. In the case of the Unit No. 1, for almost every day of full power operation there was a design change. In all, the loss to the exchequer arising from the closure of the Rajasthan atomic power plant has been computed at Rs. 29 lakhs per day and this when the power generation is at only 40 per cent of capacity."

रोज 29 लाख का घाटा हो रहा है और 40 परसेंट यूटिलाइजेशन नहीं है। सबाल यह है कि यह जो पैसा इकट्ठा किया जाता है, इस दौलत का एक-एक पैसे का हिसाब भारत की जनता को हमें देना पड़ता है। हमारे अटोमिक पावर प्लांट से बिजली पैदा नहीं होती है।

हम कहना चाहते थे कि हमारा खर्चा बढ़ रहा है, लेकिन हमारे वित्त मंत्री ने अपने भाषण में कहा था कि खर्चा कम हो रहा है। मैं जानना चाहता हूँ कि आज सर्विसेज पर खर्चा हो रहा है। मैन-पावर का पूरा यूटिलाइजेशन होता है या नहीं? मेरे कहने का मतलब यह है कि हमारी सर्विसेज ठीक काम करती हैं या नहीं? सारे आफिसेज में एक क्लर्क ढाई घंटे काम नहीं करता है और सबाल यह होता है कि आप तनख्वाह बढ़ाइये। मंहगाई बढ़ गई है, लोगों का पैसा बढ़ गया है लेकिन जो गांव में रहने वाला काश्तकार है, खेत में काम करने वाला गरीब मजदूर है, आज हिन्दुस्तान में उन लोगों की क्या हालत होगी। आज सरकार की कोई वेज पालिसी नहीं बनी, एजुकेशन पालिसी नहीं बनी। आज लाखों विद्यार्थी कालेज से पढ़कर अन-एम्प्लायड रहते हैं। कालेज में विद्यार्थियों पर जो खर्चा होता है, उसका कौन जिम्मेवार है? लाखों की सख्या में हमारी भावी पीढ़ी के लोग कालेजज से निकलते हैं चाहे जवाहर लाल नेहरू यूनिवर्सिटी हो या बी० एच० यू० हो या कोई हो। सब से विद्यार्थी पढ़कर निकल रहे हैं। लेकिन गांव में हमने कांस्टीट्यूशन में रखा था कि 5 से 11 कक्षा तक कम्पलसरी एजुकेशन होगी लेकिन टारगेट बनाने के बाद उसको एचीव न करना, यह सबसे बड़ी कमजोरी देश की है।

[श्री मूल चन्द डागा]

फैमिली प्लानिंग के बारे में मैं आज तक समझ नहीं पाया। हम मानते हैं कि फैमिली प्लानिंग जरूरी है, लेकिन सरकार क्यों नहीं उसके लिये कानून बनाती, क्यों हिचकती है। फैमिली प्लानिंग के लिये इन्सेंटिव देने का क्या तरीका है? यह 150 या 200 रुपया जो देते हैं, यह उसकी जेब में जाता है या नहीं, यह मैं नहीं कहता, लेकिन एक कोड़ बनना चाहिये, कानून बनना चाहिये और उसके जरिये फैमिली प्लानिंग होनी चाहिये चाहे कोई किसी जाति का हो, वर्ग का हो या मजहब का हो। यह कम्पलसरी होना चाहिये। सरकार धन देकर कब तक फैमिली प्लानिंग कराएगी? वे लोग रुपया ले जाते हैं लेकिन कई बार उन लोगों के अपरेशन हो जाते हैं जिनका होना जरूरी नहीं होता।

MR. CHAIRMAN: Mr. Daga, you have already spoken on the Budget. I think your time is over.

श्री मूल चन्द डागा : मैं समाप्त कर रहा हूँ। मैं यही कहना चाहता हूँ कि कानून बनाकर फैमिली प्लानिंग कराई जानी चाहिए। इसके साथ साथ मैं यह भी कहना चाहता हूँ कि जो रुपया आप रखते हैं उसका पूरा यूटिलाइजेशन नहीं होता है। सर्विसेज में जो आपकी मैनपावर सरप्लस में है उस पर आपका कोई चेक नहीं है। इसके लिए सख्त कदम उठाए जाने चाहिए। साथ ही हम जो लगातार पब्लिक सेक्टर, पब्लिक अण्डरटेकिंग का नारा लगाते रहते हैं उस पर भी पुनर्विचार होना चाहिए तथा प्राइवेट अण्डरटेकिंग को भी मदद दी जानी चाहिए ताकि वह आगे बढ़े और देश तरक्की कर सके।

श्री सत्यनारायण जटिया : (उज्जैन):
समापति जी, सदन के समक्ष अभी अनेक विषयों पर चर्चा की गई है। सरकार अपनी नीति बनाती है और नये नये नारे देती है परन्तु जब तक उस नीति और नारे का पालन करने के लिए दृढ़ निश्चय और सकल्प न हो, तब तक कोई लाभ नहीं हो सकता है। सरकार ने अपनी नीतियों को सूत्रबद्ध प्रस्तुत करने का प्रयास किया है। 1 जुलाई, 1975 को बीससूत्री कार्यक्रम जारी किया गया था। उसमें चार सूत्र और जुड़े थे। उन 24 सूत्रों को लागू किए बिना एक नया बीस सूत्री कार्यक्रम जारी किया गया। इस कार्यक्रम की प्रस्तावना से यह बात स्पष्ट है कि उसके माध्यम से सरकार आर्थिक और सामाजिक न्याय के लिए राष्ट्रीय कार्यक्रम लागू करना चाहती है। इस कार्यक्रम से किसी का विरोध नहीं हो सकता है किन्तु इस कार्यक्रम के चलते एक वर्ष बीत गया—इस दौरान सरकार की क्या उपलब्धि रही, यह एक विचारणीय प्रश्न है। सामाजिक और आर्थिक न्याय की बात तो सरकार जरूर करती है, किन्तु वह न्याय मिलता नहीं है। आज भी इस देश में करोड़ों लोग ऐसे हैं जिनके लिए शिक्षा प्राप्त करने तथा रोजगार प्राप्त करने का कोई अवसर नहीं है। यद्यपि आपने छोटे-छोटे लोगों को रोजगार दिलाने के लिए बैंकों से लोन दिलाने की व्यवस्था की है किन्तु बैंकों की स्थिति यह है कि गरीब आदमी जब बैंकों में सहायता प्राप्त करने के लिए जाता है तो उसको बैंकों के दरवाजे बन्द मिलते हैं। ऐसी स्थिति में आपकी इन सारी योजनाओं का लाभ सामान्य जनता तक नहीं पहुँचता है। इसलिए आप कितना आर्थिक और सामाजिक न्याय दे पाए हैं—यह विचारणीय प्रश्न है।

आज जीवनोपयोगी वस्तुयें लगातार मंहगी होती जा रही हैं। सरकार कहती रहती है कि वह सारी चीज कम कीमत पर सामान्य जनता को उपलब्ध करायेगी फिर मंहगाई क्यों बढ़ती जा रही है? सरकार का कहना है कि वह कमजोर वर्गों के लाभ के लिए काम कर रही है फिर यह प्राइस इंडेक्स क्यों बढ़ता जा रहा है? पिछले समय के परिणाम देखते हुए यह मानने के लिए मजबूर होना पड़ रहा है कि आपने जो भी बातें कही हैं उनका सामान्य जन-जीवन पर कोई प्रभाव नहीं पड़ा है। आज रुपए की क्रय शक्ति कम हो रही है और मंहगाई बढ़ रही है लेकिन उसके अनुपात में आमदनी नहीं बढ़ी है। अतः निश्चित रूप से यह कहा जा सकता है कि आपके जो नारे हैं उनका कोई अर्थ नहीं है। वास्तव में अगर आप इन सिद्धांतों पर विश्वास करते हैं तो आपको विचार करना पड़ेगा कि इन बातों को पूरा करने के लिए आप क्या करना चाहते हैं।

आपने अपने बीस सूत्री कार्यक्रम में कहा है कि हम सिंचाई की क्षमता को बढ़ाना चाहते हैं। यह तो सही है कि सिंचाई की क्षमता को बढ़ाना चाहिए, लेकिन क्या वह बढ़ी है? यदि हम पिछले वर्षों की तुलना करें, तो 78-79 की तुलना में इस वर्ष जो उत्पादन हुआ है, वह बहुत कम है। यदि उत्पादन ज्यादा हुआ है, तो देश में अकाल की स्थिति क्यों है, देश में खाद्यान्न का अभाव क्यों है? हमें बाहर के देशों से खाद्यान्न क्यों मंगाना पड़ रहा है। मेरा कहना है कि इस प्रकार से बात बनने वाली नहीं है। सिंचाई की योजनायें अपने निर्धारित समय में पूरी नहीं हो रही हैं। इसके कारण विभिन्न प्रदेशों में जो विकास

होना चाहिए, सिंचाई की दर बढ़नी चाहिये, वह नहीं बढ़ पा रही है। मध्य प्रदेश में बानसागर योजना पर काम नहीं चल रहा है। जिस गति से काम किया जाना चाहिए, वह नहीं हो रहा है। नर्मदा सागर योजना का काम भी नहीं हो पाया है, हो सकता है कि धनाभाव के कारण काम नहीं चल रहा है, लेकिन काम नहीं चल रहा है। गुजरात में कुछ काम हुआ है, लेकिन मध्य प्रदेश की योजनाओं को गति नहीं मिल पा रही है।

आपने कहा है कि अनुसूचित जाति और जन-जाति के लोगों के विकास के लिए हम कार्यक्रम को आगे बढ़ाना चाहते हैं। कौन रोकता है? अनुसूचित जाति और जन जाति के विकास के नाम पर कितने लोग गलत से काम कर रहे हैं। राहत उनको नहीं पहुंच पा रही है। उनके नाम पर कितने ही लोग अपने स्वार्थ पूरा करते हैं। मैं पूछना चाहता हूं कि नौकरी के अन्दर जो रिजर्वेशन है, वह भी अभी तक पूरा नहीं किया गया है। उसमें अभी भी काफी पर-सेंटज रिजर्वेशन का बाकी है। जो स्थान खाली हैं, उन स्थानों में उन लोगों को मौका मिल पाएगा, ऐसी अपेक्षा नहीं बन पाई है। जो बनवासी वनों में रहते हैं, उनके साथ कितना अन्याय और अत्याचार हो रहा है—यह कहने की बात नहीं है। इस प्रकार की स्थिति सारे देश के अन्दर बढ़ रही है। मध्य प्रदेश के बस्तर और जगदलपुर में भी यही स्थिति है। इन स्थानों में हरिजनों, आदिवासियों की स्थिति किसी से छिपी हुई नहीं है।

आपने यह भी कहा है कि दूरदराज के इलाकों में पीने का पानी मुहैया करा-येंगे। आप दूरदराज के इलाकों को छोड़िए, आपने दिल्ली में भी पानी

[श्री सत्यनारायण जटिया]

उपलब्ध नहीं कराया है। आज ही सुबह दिल्ली में बाहर से कुछ लोग हमारे यहां आए और कहा कि आप तो संसद सदस्य हैं, आपके यहां तो पानी जरूर मिल जाएगा, पता लगा कि पानी न यहां है और न वहां है। श्रीमन्, सरकार के अन्दर कितना पानी है? सरकार का पानी समाप्त हो गया है। सरकार के संकल्प आदि कमजोर हो गए हैं। प्रकृति ने हमें हवा दी है मुफ्त में। पीने के पानी को मुहैया कराना तो सरकार का काम है। सरकार की पहले ही व्यवस्था कमजोर है, सरकार यहां पीने का पानी उपलब्ध नहीं करा पाई है, तो दूर दरज के इलाकों में क्या करा पाएगी। मध्य प्रदेश में 40 हजार से अधिक गांवों में पीने का पानी नहीं है, जो कि सरकार को पहुंचाना चाहिए। गांव की पदयात्रा के दौरान मुझे पता लगा कि एक गांव में जहां की आबादी 1500 से ज्यादा थी, वहां भी पीने का पानी नहीं है। नदी का पानी है, नदी से किस प्रकार पानी को ले जाया जाए, किस प्रकार जीवन निर्वाह किया जाए, यह सोचने वाली बात है। मैं सरकार से कहना चाहता हूं कि कम से कम दूरदराज के इलाकों में अपने संकल्प को सामने रखकर, अपनी योजनाओं को निश्चित करते हुए, सरकार का यह परम कर्तव्य है कि पीने के पानी को उपलब्ध कराया जाए। इस काम के लिए सरकार को कटिबद्ध होना चाहिये।

झुग्गी-झोंपड़ी में रहने वालों को अच्छे मकान की बात है। यदि आप जाकर मकान के निर्माण की स्थिति को देखें, तो ऐसा निर्माण किया जाता है कि एक बरसात से दूसरी बरसात तक टिक नहीं पाता है। दीवारें धराशायी हो जाती हैं। यह स्थिति मैंने प्रत्यक्ष

रूप से देखी है। सरकार की मंशा ऐसी है? सरकार अपने वादों का पालन नहीं कर सकी है।

बिजली के संबंध में आपने कहा है कि हम बिजली का उत्पादन बढ़ाना चाहते हैं। निश्चित रूप से उत्पादन बढ़ाना चाहिए। किसी भी प्रगतिशील देश के लिए, विकासशील देश के लिए बिजली के उत्पादन की आवश्यकता अवश्य होगी। देख रेख में कमी अथवा किसी और वजह से कई-कई दिनों तक ईकाइया बंद हो जाती हैं। जब सरकार को बिजली की ईकाई बन्द हो जाती है, तो निश्चित रूप से उसका प्रभाव उद्योगों पर पड़ता है। सन् 1982 को उत्पादन-वर्ष मनाया गया, लेकिन उत्पादन कितना हुआ? इन सब बातों पर आपको विचार करने की आवश्यकता है। और आपने कहा कि हम गांवों तक बिजली पहुंचाएंगे परन्तु गांवों तक बिजली पहुंचने की बात भ्रम मात्र है। मैं उज्जैन संसदीय क्षेत्र से आता हूं। वहां के लिए कहा जाता है कि सारे गांवों तक बिजली पहुंचा दी गयी है किन्तु वहां सारे गांवों में प्रकाश नहीं पहुंचा है। गांवों के लोगों को जिनकी सही मायनों में बिजली मिलनी चाहिए थी, वह उन्हें आज तक नहीं मिल पायी है। आप गांवों तक बिजली निश्चित रूप से पहुंचाइये जिससे कि गांव के लोग जंजिका के लिए बिजली का उपयोग प्राप्त कर सकें।

महिलाओं और बच्चों के कल्याण की बात कही गयी है। यह बहुत सुन्दर बात है परन्तु महिलाओं और बच्चों की, जिनकी कि उम्र काम करने की नहीं होती है, उन्हें काम करने के लिए मजबूर होना पड़ता है। जिस बच्चे को स्कूल में पढ़ना-लिखना चाहिए, जिस महिला को अपने घर पर अपने बच्चों की शिक्षा

दीक्षा पालन पोषण की देखभाल करनी चाहिये, उन्हें मजदूरी करने पर मजबूर होना पड़ता है। इस पर भी सरकार को ध्यान देना चाहिये।

सभापति जी, उचित दर की दुकानों की बात कही गयी है। उचित दर की दुकानों से उपभोक्ताओं को जो सामान मिलता है वह घटिया किस्म का सामान मिलता है और वह काफी महंगा होता है जो कि करीब आदमी की खरीद के बाहर होता है। मैं कहना चाहूंगा कि मध्य प्रदेश में 6 लाख बोरी गेहूं उचित दर की दुकानों के माध्यम से उपभोक्ताओं में वितरण के लिए एफ० सी० आई० के गोदामों में रखा हुआ है। वह गेहूं खाने वाला नहीं है। वह गेहूं सड़ा, गला, सीलन भरा है। ऐसा गेहूं उपभोक्ताओं को उचित दर की दुकानों के माध्यम से उपभोक्ताओं को मिलता है। सरकार को इन सब बातों पर विचार करना चाहिए और अपनी गलत नीतियों को ठीक करना चाहिए।

मध्य प्रदेश के अन्दर कई लोगों का अपहरण हो चुका है। उनके परिवार के लोगों की स्थिति आज खराब है। सरकार को नागरिकों को पूरी सुरक्षा की व्यवस्था करनी चाहिए। सुरक्षा प्रदान करने के जो आपने कार्यक्रम रखे हैं उनके परिपालन पर भी आपको पूरा ध्यान देना चाहिये। तभी जाकर देश के लोगों को कुछ लाभ हो सकेगा अन्यथा ये बातें ऐसे ही कगजों पर रह जाएंगी।

इतना कह कर मैं अपनी बात समाप्त करता हूँ।

SHRI K. LAKKAPPA (Tumkur):
Sir, the discussion on these Supplementary Demands evokes certain sayings. Rabindra Nath Tagore in one

of his poems said that hunger and search will compel the haves to share food and water with the have-nots in famine. The words of the sage poet have come true in his own State that is, West Bengal. Why I am saying this is that time and again we have been urging the planning and performance. The planning and performance have to be looked into on the basis of the performance of the previous budget allocation and the prudent expenditure incurred and the results achieved. Taking into consideration the paucity of the time available to me on this subject. I will only focus on certain vital important economic issues confronting our country, specially in the southern parts of our country. Today, we are witnessing mushroom growth of regional political parties. We do not know their political will to achieve the economic objects of their philosophy. These regional political parties, their operation, their system and their philosophy would endanger the integrity and the progress that we have achieved. In their political wisdom, they have not come out with their economic philosophies. In the Southern States we have been witnessing this kind of development and growth, which will ultimately endanger the integrity of this country and the sovereignty of this nation. The political philosophy which they have propounded, and the economic operations which they have thought of are very dangerous to the political philosophy which is holding this country together, creating an atmosphere for balanced economic growth between the north and the south. Take, for example, Karnataka. The present Janata Government have withdrawn certain economic policies and programmes, envisaged by the Government of India, specially under the 20-Point Programme. This is a very serious matter.

Today there are regional parties in power in the south, be it Andhra Pradesh, Tamil Nadu or Karnataka. So far as we are concerned, it is the water scarcity in the entire south, the poor rate of industrial growth or economic

[Shri K. Lakkappa]

stagnation and fulfilling the hopes and aspirations of the people of various States. These are very important problems. These regional parties have come into existence, by appealing to the emotions of the people on many vital issues. So, they will endanger the nation. Because of the political philosophy in which they are believing, they are demanding economic freedom now. We need not be surprised if tomorrow they demand political freedom in their region, especially by appealing to the feelings of the people on emotional issues. So, if economic freedom is conceded to them now, ultimately it will destroy the sovereignty of this nation. Therefore, economic dependence is necessary to hold this nation together.

Many of the issues confronting the States of the southern region have not been taken care of by the Centre. The demands have been on various sectors. Take the water scarcity in the Southern States. The Government of India should be alive to this situation and take urgent remedial measures. So also the drought situation in the south is very alarming, on account of various factors. Karnataka is facing a very serious drought due to the failure of the north east monsoon, coupled with the failure of the south east monsoon, which is something unparalleled in the chequered career of the State. It has very badly affected the agricultural production in the State. The failure of monsoon has become a regular feature more or less. If you take a period of 20 years, there is drought situation in the region for 14 years.

What are the economic relief measures adopted by the Government of India to alleviate the sufferings of the people? Take, for example, the Cauveri water dispute or the entire question of the sharing or distribution of water in the scarcity areas. The Government of India have been completely inactive without taking any decision. Because of this discriminatory attitude

of not settling the river water dispute, people are facing starvation and they are migrating from one place to another. Even though it has been urged in this House and outside for a number of years, still it has not been taken care of.

Take even the non-Plan irrigation projects, major and medium irrigation projects, in Karnataka where people can be employed. If they are taken up, people will get water and there will be a boost to the green revolution.

In a news item in the *Hindu* on 26-2-83, it is stated as follows:

"However, in the meantime, more major and medium irrigation works are to be undertaken, besides intensifying the execution of ongoing ones like the giant Upper Krishna and the Cauvery projects like the Kabini, the Hemavathi and the Harangi. Together they are expected to build up a total irrigation potential of 36.16 lakh hectares which works out to 36.7 per cent of the sown area of about 100 lakh hectares."

This is how we have got natural resources in that area of the country. The question is why this water distribution has not been made and why this water dispute has not been settled. With the loans that you give, you must have a permanent measure about all these things and in respect of Hemavathi project, after the Janata Party has come into power in the State, the Janata Government is giving the go by to it and also to certain other projects which have been taken up by the previous Government. Therefore, we have got apprehension about the regional parties and their economic philosophy. They are even denying the right for the implementation of the 20-point programme and in fact, they have diluted this 20-point programme of the Government of India.

1980-81

One thing would like to urge is this. Our senior Minister, Mr. Venkataraman is here. He was the Finance Minister and he is aware of the allocation of funds. This Vijayanagara Steel Plant is the life-line of our Karnataka State where people will get plenty of work, and unemployment problem can be solved and the economy of the State can be boosted up. Today there is a report also that there is steel imbalance among the Southern States where raw material is available, the railways lines are available and where manpower is in abundance and where every kind of infrastructure is available. So, why has this project been delayed? I am pointedly asking this question. The reply should come for this because this is an ongoing project and the allotment of funds should not be delayed..(Interruptions)... taking into consideration the economic situation prevailing in the Southern States—may be there is starvation or water scarcity in Tamil Nadu or Andhra Pradesh or Karnataka. Now, in respect of chronic drought-affected areas, we know that for the last 30 years permanent measures have not been taken and funds have not been made available and the projects have not come up. Therefore, I am urging this Government to take care of the situation in view of the new situation developed where the regional parties are going to wreck all these things and ultimately it will affect the integrity of this country. Therefore, I hope that they will take care of the situation and see that the economic problems of the entire South are solved and more allocation of funds is made for that purpose. Thank you

MR. CHAIRMAN: Now, Mr. Ramavatar Shastri may speak. Please take as less time as possible.

SHRI RAMAVATAR SHASTRI (Patna): Don't impose the discipline on me only.

MR. CHAIRMAN: I am treating everybody equally. Whether a Mem-

ber is from this side or that side, it does not matter.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAT-TABHI RAMA RAO): Sir, he has already spoken.

MR. CHAIRMAN: I am told that you have already spoken.

SHRI RAMAVATAR SHASTRI: No.

MR. CHAIRMAN: I think Mr. Indrajit Gupta has spoken.

SHRI RAMAVATAR SHASTRI: Yes. Otherwise I do not speak. I spoke on the Appropriation Bill. In the morning there was none from my party. Otherwise he would have spoken.

MR. CHAIRMAN: All right, you can speak now.

श्री रामावतार शास्त्री : (पटना) :: सभापति जी, 1982-83 के अनुदानों की पूरक मांगों के सन्दर्भ में इतना ही निवेदन करना चाहता हूँ कि केरोसीन तेल की दोहरी मूल्य नीति को समाप्त करके आपने अच्छा काम किया है।

लेकिन 10 पैसे की वृद्धि जो आपने कर दी उसका कोई औचित्य नहीं बताया जो कि आपको बताना चाहिए। आपने सुना कि ओपेक द्वारा तेल के दामों में कमी किये जाने की वजह से आपको काफी धन की बचत होगी। फिर ऐसी स्थिति में गरीबों पर 10 पैसे और बढ़ा देना में मुनासिब नहीं समझता। इसको आपको वापस लेना चाहिए।

दूसरी बात में संचार मंत्रालय के बारे में कहना चाहता हूँ आप जानते हैं टेलीफोन की स्थिति कैसी है। इस सदन में उस

[श्री रामावतार शास्त्री]

पर अलग से बहस भी नहीं होगी। दिल्ली में और पूरे देश में हालत खराब है और पटना में सबसे ज्यादा खराब है। आधे से ज्यादा टेलीफोन आउट आफ ऑर्डर हैं। टेलीफोन ऐडवाइजरी कमेटी में हम सब कुछ कहते हैं तो उल्टा सीधा जवाब हमें दे दिया जाता है।

डाक व्यवस्था कितनी गड़बड़ है। चिट्ठियां समय पर नहीं पहुंचती हैं। और मैं पहले भी कह चुका हूं और आज भी कहना चाहता हूं कि महीनों लग जाते हैं डाक पहुंचने में मैंने स्वयं 30 दिसम्बर 1982 को एक बधाई कार्ड भेजा लेकिन वह आज तक नहीं पहुंचा और उसे अपनी बेंटी के पास भेजा था। एम० पी० की बेंटी को भेजा गया पता सही लिखा, लेकिन वह आज तक नहीं पहुंचा। क्या हालत है इस विभाग की आप स्वयं देख लें। अगर टिकट नहीं लगाता तो शायद पहुंच देते। इसलिए इस विभाग को कसिये जब आप पैसा ले रहे हैं तो काम भी होना चाहिए। टेलीफोन और डाक व्यवस्था को देखिए।

हमारे यहां आर०एम०एस० के कुछ सेक्शन को बंद कर दिया गया, ऐम्पलाइज ने आन्दोलन किया तो आमतौर पर 49 टेम्पोरेरी ऐम्पलाइज को डिस्मिस कर दिया पटना में और 529 कर्मचारियों का ब्रेक इन सर्विस कर दिया। आपकी तलवार गरीबों और मेहनत करने वालों पर ज्यादा चलती है, बड़े लोगों पर नहीं चलती है।

लगता है कि शिक्षा पर भी विचार होगा नहीं। किसी ने कहा कि शिक्षण संस्थाओं में स्थिति बड़ी हो भयावह है, हत्याओं हो रही हैं। खुद पटना यूनिवर्सिटी में कुछ दिन पहले 3, 4 छात्रों की हत्या हुई हुई। पटना विश्वविद्यालय में विश्व

अनुदान आयोग के लोग सब चीजों का पता लगाने के लिए गये थे, वहां के छात्रों और अध्यापकों ने मांग की है कि यूनिवर्सिटी को थोड़ा अच्छा बनाने के लिए केन्द्रीय विश्वविद्यालय में परिवर्तन कर दो। इस सदन में बार बार सवाल उठाया जाता है कि जगह जगह केन्द्रीय विश्वविद्यालय बनाइये लेकिन उस तरफ आपका ध्यान नहीं जाता।

पेंशनर्स की स्थिति क्या है? हम लोग चिट्ठी भी लिखते हैं, आप उसका जवाब भी देते हैं, कभी कभी उनकी राशि भी बढ़ायी है, फिर भी उनके बहुत सारे सवाल हैं। मैंने कल स्वतंत्रता सेनानियों का सवाल उठाया था। आपने कहा सरकार विचार कर रही है। मंहगाई को देखते हुए उसमें भी कुछ वृद्धि की जाय! लेकिन स्वतंत्रता सेनानियों से संबंधित जो आपके कार्यालय हैं राज्यों में और यहां लोकनायक भवन में, वे अष्टाचार के अड़े हैं।

हमारे स्वतंत्रता सेनानी यहां आते हैं, बिहार में वे एक हजार रूपया देते हैं, उनका नाम गलत हो या सही, उनका नाम रिकमैंड होकर यहां आता है। यहां भी वह 1 हजार रूपए देते हैं और उनको पेंशन की रकम मिल जाती है। वह वास्तव में स्वतंत्रता सेनानी नहीं होते हैं। इस तरह की चीजें यहां ले रही हैं। 1 लाख 90 हजार दरखास्ते आई हैं, इसमें बहुत बड़ी तादाद ऐसे लोगों की है जो घूस देकर अपना काम करा कर ले जाते हैं।

प्रो० सत्य देव सिंह : (छपरा): माननीय सदस्य कहते हैं कि पटना में एक हजार रूपए रिश्वत दी जाती है और यहां भी दी जाती है। जब इनको मालूम है तो इन्होंने क्या कदम उठाए?

श्री रामावतार शास्त्री : ऐसे लोगों को आप शोल्ड मत कीजिए ?

प्रो० सत्यदेव सिंह अगर ऐसा होता है तो हमें यह पूछने का हक है कि उसमें आप क्या करते हैं ?

श्री रामावतार शास्त्री : आप प्राइम मिनिटर से पूछिए, मैंने उनको पत्र लिखा है। अष्टाचारियों को मदद आप करते हैं।

DR. KRUPASINDHU BHOI (Sambalpur): Sir, sweeping remarks should not be made like that.

श्री रामावतार शास्त्री : मैं अपने अनुभव पर कहता हूँ, मैं प्रूव कर सकता हूँ। आप स्वतंत्रता सेनानी नहीं हैं, इसलिए आप यह जानते नहीं हैं।

प्रो० सत्यदेव सिंह : मैं सिद्ध नहीं कराना चाहता, मैं इसका उन्मूलन कराना चाहता हूँ।

श्री रामावतार शास्त्री : मैंने आपके प्रधान मंत्री, गृह-मंत्री को लिखा है। मैं इसमें और क्या कर सकता हूँ ? उन्होंने कोई कदम नहीं उठाया है।

श्री सत्य देव सिंह : प्रधान मंत्री की जानकारी में होता तो इस पर जरूरत कदम उठाया जाता।

श्री रामावतार शास्त्री : प्रधान मंत्री अगर कदम नहीं उठातीं तो क्या मैं रहा कहूंगा नहीं ? आप उनसे डर सकते हैं।

श्री सत्यदेव सिंह : डरने की बात नहीं है।

MR. CHAIRMAN: This dialogue cannot continue like that. Let him speak. You can have any other opportunity to say what you want to say.

श्री रामावतार शास्त्री : मैं यही कह रहा था कि जाली स्वतंत्रता सेनानियों के बारे में ठीक से छान-बीन होनी चाहिए। दफ्तरों में व्याप्त अष्टाचार का अन्त होना चाहिए। खुद हमारे क्षेत्र के लोग आये हैं, जिन्होंने पसीना भी नहीं बहाया और यहां हजार रुपया रिश्वत देकर पेंशन लेकर चले गए।

प्रो० सत्यदेव सिंह : इनके क्षेत्र के लोग इस तरह का अष्टाचार देश में करवाते हैं।

सभापति महोदय : प्रोफेक्टर साहब आप उनको बोलने दीजिए।

श्री रामावतार शास्त्री : आपके क्षेत्र में भी हैं और आप मदद करते हैं, मंत्री बात का बुरा मत मानिये।

सभापति महोदय : शास्त्री जी, आप इधर मुख्यातिव होकर कहिए, उधर बहस मत कीजिए।

श्री रामावतार शास्त्री : दिल्ली में एक समयपुर गांव है, वहां ज्यादातर बिहार के झुग्गी-झोपड़ी वाले रहते हैं। वह वहां नौकरी करते हैं, लेकिन उनकी झोपड़ियों को जलाकर सेकड़ों-हजारों को बेघर-वार बना दिया गया है। आज तक किसी के

[श्री रामावतार शास्त्री]

खिलाफ भी कोई कार्यवाही नहीं की गई, किसी को गिरफ्तार तक नहीं किया गया। जलाने वाले कौन लोग थे? भूमिपति, जमीन ज्यादा रखने वाले। इसकी तरफ ध्यान देना चाहिये।

आपका जतगणना विभाग गृह-मंत्रालय में है। हजारों लोग वहां काम करते हैं। आपने उन लोगों से काम लिया और उसका बाद नौकरी से निकाल दिया। हमारे पटना के 2,000 कर्मचारियों को नौकरी से निकाला गया है। बिहार सरकार ने कहा कि नौकरी देंगे, लेकिन आज तक एक को भी जगह नहीं दी गई। यह 1982 के फरवरी-मई का वाक्या है, लेकिन अभी तक किसी को नौकरी नहीं दी गई। आप कहते कुछ हैं और करते कुछ हैं। मेरा निवेदन है कि जो कहिये, वह करिये।

पीने के पानी का मैं जिक्र करना चाहता हूं। अभी लाखों गांव ऐसे हैं जहां पीने का पानी नहीं है, उनकी तरफ आपको ध्यान देना चाहिए। गरीब तबके के लिए मकान बनने चाहियें। 20-सूत्री कार्यक्रम में आप 10 हजार करोड़ रुपया खर्च करने जा रहे हैं, उसका सदुपयोग होना चाहिये। बहुत सारे काम ऐसे हैं, अगर ईमानदारी से किये जायें तो उसका लाभ जनता को होगा, लेकिन लूटने वालों की फौज मत इकट्ठी कीजिये। एक तो आप सभी दलों के मंत्रियों को कार्यान्वयन समिति में नहीं लेते हैं, अपने ही दल के मंत्रियों को भर देते हैं और वे लोग सिर्फ लूटने के चक्कर में रहते हैं। (व्यवधान) मैं तो मंत्री हूं इसीलिये बोल रहा हूं लेकिन सभी दलों के मंत्रियों को आपने नहीं रखा है। इसलिये आप सभी दलों के मंत्रियों को रखिये, उनकी सेवाओं का

सदुपयोग कीजिये। गरीब तबके के जो लोग हैं, हरिजन आदिवासी, उनके कल्याण के लिये यह पैसा रखा गया है, बड़े-बड़े लोगों के गुलछरों उड़ाने के लिये नहीं रखा गया है।

एग्रीकल्चर मिनिस्ट्री के संबंध में भी आपने मांग रखी है। पटना में राष्ट्रपति जी गए थे और 12 फरवरी को उन्होंने वहां पर इंदिरा गांधी आयुर्विज्ञान संस्थान की नींव डाली। इस प्रकार का अस्पताल वहां पर बने—इसका हम स्वागत करते हैं क्योंकि सभी लोग इलाज के लिए दिल्ली नहीं आ सकते हैं। ज्यादातर बिहार के लोग ही यहां पर आते हैं क्योंकि वही ज्यादा गरीब हैं। यहां पर डाक्टर लोग भिन्नते हैं कि सभी बिहार के लोग यहां पर आ गये। इसलिये इस योजना का हम स्वागत करते हैं। 80 करोड़ की यह योजना है। लेकिन एक बात मैं आप से पूछना चाहूंगा कि इसके लिये 5 हजार एकड़ जमीन ली जा रही है और जिनसे यह जमीन ली जा रही है, उनके लिये भी तो आपको कुछ करना चाहिये। मैं इस योजना का विरोध नहीं कर रहा हूं लेकिन उन लोगों को बसाने के लिये और उनको उचित मुआवजा देने के लिये भी कुछ करना चाहिये।

दूसरी बात यह है कि वहां पर एक एग्रीकल्चर इंस्टीट्यूट भी है जो कि वर्षों से बहुत उपयोगी काम कर रहा है। उस एग्रीकल्चर इंस्टीट्यूट की जमीन भी इंदिरा गांधी आयुर्विज्ञान संस्थान के लिये लेने की बात है। यह आयुर्विज्ञान संस्थान जरूर बने लेकिन उस एग्रीकल्चर इंस्टीट्यूट को भी बचाना चाहिए। लाखों-करोड़ों की उनकी बिल्डिंग्स बनी हुई हैं, उनकी रक्षा की जानी चाहिये और आयुर्विज्ञान संस्थान भी बनना चाहिये जिससे कि बिहार और देश की जनता को लाभ मिले।

श्री हरिश कुमार गंगवार (पीलीभीत):
सभापति जी, सरकार ने सन् 1980 में शक्ति में आने के बाद कई जनरल बजट और कई सप्लीमेंटरी बजट पेश किए हैं। सरकार ने वायदा किया था कि हम मंहगाई को रोकेंगे। शायद सरकारी पार्टी के लोगों को मंहगाई रुकती हुई नजर आती हो क्योंकि वे बार-बार कहते हैं मंहगाई नहीं है लेकिन मंहगाई की हालत क्या है, वह आपको मैं बताना चाहूंगा। दिल्ली में जनवरी में एक सर्वेक्षण हुआ था कि चीजों के भाव क्या हैं, उसकी एक तालिका दी हुई है और साथ ही 1980 से उसका मिलान किया गया है। जनवरी, 1980 में दिल्ली में गेहूं के आटे का भाव 1 रुपया 85 पैसा था, 1983 में वह 2 रुपये 40 पैसे हो गया और आज इस समय 3 रुपया है। जनवरी, 1980 में ही चावल बासमती का भाव साढ़े 6 रुपये था जो कि 1983 में 9 रु० हो गया। दाल मूंग का भाव जनवरी, 1980 में 4 रुपये 60 पैसे था जो अब 5 रुपये हो गया। सरसों के तेल का भाव उस समय साढ़े 11 रुपया था जो अब जनवरी, 1983 में 16 रुपया 25 पैसा हो गया है।

	1980	1983
	रु०	रु०
बनस्पति .	11.40	16.25
हल्दी पिसी .	8.00	10.00
लाल मिर्च .	12.00	16.00
सीमेंट प्रति बोरी .	26.00	62.00
देसी घी .	30.00	38.00
चाय प्रति कप	0.35	0.60
दूध प्रति लिटर .	2.50	4.00
पेट्रोल प्रति लिटर .	4.41	6.07
बोरोलीन टयूब .	2.30	5.00

इसी प्रकार व्यवसायी प्लॉट की कीमत 1980 में 388.14 रु० प्रति सक्वायर थी, अब वह बढ़ कर 1740.05 रु० प्रति सक्वायर गज हो गयी है।

श्रीमन्, कोई भी पार्टी जब चुनाव लड़ती है, तो कुछ वायदे करती है और अपना चुनाव घोषणा पत्र तैयार करती है। वायदों का प्रचार करके जनता से वोट लेती है। इन्होंने कहा—हम गरीबी हटावेंगे; इन्होंने कहा—हम गरीबी दूर करेंगे; इन्होंने कहा—हम बेरोजगारी दूर करेंगे; इन्होंने कहा—हम भ्रष्टाचार मिटावेंगे और बहुत काम करने वाली सरकार देंगे, लेकिन हुआ क्या? यदि सब बातों पर टिप्पणी करूंगा तो बहुत समय चला जायेगा। जनरल बजट पर भी काफी बातें कही गई हैं। मैं ने मंहगाई की बात आप के सामने रखी है। इस जनवरी से मार्च तक भी बहुत सी चीजों के दाम बढ़ गये हैं। मंहगाई अगर नहीं रुकेगी तो लोगों को खरीदने की शक्ति कम होती चली जायेगी। जो सुविधा हरेक को मिलनी चाहिए, वह कैसे मिलेगी—यह सोचने वाली बात है।

श्रीमन्, निर्गुट सम्मेलन के बारे में बहुत सी बातें कही गयी। बहुत प्रशंसा भी हुई और राष्ट्रपति जी ने अपने यहां दावत दी तथा बहुत सी जगहों से बधाई पत्र मिले कि बड़े सफल तरीके से निर्गुट सम्मेलन हो गया। मैं आप को बाहर के लोगों के बारे में बताना चाहता हूं। एक ने यह कहा कि जैसे बहुत से भोख लेने वाले इकट्ठे हो गए, जिन्हें भिखारी कहा जाता है, शाम को इकट्ठे होकर पैसा गिन रहे हैं कि किसे ज्यादा मिले और किसे कम मिले। एक बात यह हो सकती है कि उन्होंने अपनी भाषा का इस्तेमाल किया हो। लेकिन क्या

[श्री हरिश्चन्द्र कुमार गंगवार]

यह सत्य नहीं है कि जो देश कर्जदार हैं, जिन्होंने दूसरे देशों से ऋण लिया हुआ है, वे कौन सी नीति अपनायेंगे या उनकी कोई अलग नीति हो सकती है ? कोई तटस्थता की नीति, निर्गुट नीति या कोई और नीति हो सकती है। जब पाकिस्तान का जनरल-जिया कहता है कि हम अपने देश में फारेन-बेस देंगे, श्रीलंका कहता है कि हम भी अपने यहां फारेन-बेस देंगे और वे भी निर्गुट सम्मेलन के सदस्य हैं, तो मैं कहना चाहता हूं कि यह कैसा निर्गुट सम्मेलन है ? रह गई बात चेयरमैनशिप की। यह बात बहुत अच्छी है कि हमारे देश को चेयरमैनशिप मिली और हमारे देश की प्रधान मंत्री उसकी चेयरमैन हो गई। लेकिन लगता ऐसा है कि जैसे हम लोग आम तौर से पार्टियों का काम करते हैं, कुछ लोगों को साथ ले लेते हैं। जो ज्यादा अच्छा खिला दे, जो सुला दे वो कहते हैं कि यही हमारा काम करेगा, ... यह हमारा काम करेगा, यही वर्कर है, यही चेयरमैन है। ऐसा लोगों का कहना है, जनता ऐसा कहती है। इसलिये अपने मुंह मिया मिट्ठू बनने से कुछ नहीं होने वाला है। आप बाहर के लोगों से भी पूछिये कि जनता क्या कहती है।

(व्यवधान)

यह बात सच है कि जो देश कर्जदार हो और बहुत से देशों का कर्जदार हो, उसकी नीति पर प्रभाव जरूर पड़ेगा, हम चाहे अपने को कितना ही निर्गुट कहें।

(व्यवधान)

यहां पर बहुत सी बातें माननीय सदस्यों ने कहीं। जो हरिजन और पिछड़ी जातियों के लोग हैं, उनके बच्चों को जो छात्रवृत्तियां दी जाती हैं, उनके लिये सरकार जो अनुदान देती है, वह छात्रवृत्तियां योग्य छात्रों या हकदार छात्रों

तक नहीं पहुंच पाती है, उनको नहीं मिल पाती हैं। श्रीमन्, मैं अपने जिले बरेमिल का उदाहरण दे सकता हूं। वहां के किम्बिन स्कूलों के छात्रों की एक फर्जी लिस्ट चली आती है। बेकवर्ड और हरिजन छात्रों के नाम से पैसा निकाल लिया जाता है और उसे स्कूल के मैनेजर और प्रिंसिपल ले रहे हैं। अकेले बरेली जिले में पांच लाख रुपये इस तरह से लिया जाता है जो कि किसी बच्चे के पास नहीं पहुंचता हैं। जब इसकी जांच कराने के लिये कहा गया तो सारी फाइल जला दी गई। चूंकि हरिजन कल्याण अधिकारी इन स्कूल के मैनेजरों और प्रिंसिपलों से मिला रहता है इसलिये वह भी फाइल नहीं दिखाता। बड़ी मुश्किल है। इसी संदर्भ में मैं यह भी कहना चाहता हूं कि हमारे यहां शिक्षितों की जितनी संख्या आगे बढ़ी है, जितने स्कूलों की संख्या आगे बढ़ी है, उनमें बहुत-सी फर्जी है। फर्जी स्कूल और उनमें भर्ती फर्जी बच्चे दिखाये जाते हैं जिससे कि आंकड़े बढ़ा-चढ़ा कर दिखाये जा सकें।

श्रीमन्, मैं एक और उदाहरण आपको दूँ। मेरे पीलीभीत में ललौरीखेड़ा में स्कूल है। उस स्कूल का प्रिंसिपल और मैनेजर दो साल की पूरी छात्रवृत्ति खा गये। यह 24 हजार रुपये की राशि है। जब हमने इसके बारे में शिकायत की तो बड़ी मुश्किल से उसकी जांच हुई। जांच के बाद भी उन लोगों को टाइम दे दिया गया कि अगर आप लोग इस पैसे को जमा करा सकते हो तो जमा करा दो। ऐसे लोगों को टाइम देने की क्या जरूरत थी, इनके खिलाफ तो एफ० आई० आर० दर्ज करा कर एक्शन लेना चाहिये था।

सभापति महोदय : यह तो स्टेट गवर्न-मेंट का मामला है।

श्री हरीश कुमार गंगवार: पैसा तो यहां स जाता है। सेंट्रल गवर्नमेंट अनुदान जाता है, इसलिये हमारी भी जिम्मेदारी है कि इसको हम देखें।

हमारे जिलों में पीलीभीत एक पिछड़ा जिला है। देश के पिछड़े जिलों की उन्नति के लिये, चाहे वे कहीं के भी हों, देश के किसी भी हिस्से के हों, अलग नीति होनी चाहिए। गवर्नमेंट ने यह कहा है कि हम पिछड़े जिलों की उन्नति के लिये अलग से सस्वीडी देंगे, अलग से प्रोत्साहन देंगे लेकिन इसके लिये कोई भाग नहीं दिया गया। जब तक पीलीभीत को बड़ी लाइन से नहीं जोड़ा जाएगा तब तक इसका विकास नहीं हो सकता। यहां से नेपाल होकर चीन तक रास्ता जाता है। इस कारण से पीलीभीत चीन से बहुत निकट है। 1962 की लड़ाई में चीनी हमारे इलाके में आ गये थे। उस समय यह कहा या था कि शारदा नदी के बनाहरा घाट पर पुल बनाया जायेगा। लेकिन वह पुल आज तक नहीं बना। यह पुल डिफेंस के लिये बहुत जरूरी है। सीमा पर रसद और कुमुक भेजने के लिये बड़ी लाइन भी बहुत जरूरी है। बड़ी लाइन नहीं डाली गयी है। वनों की हमारे यहां अधिकता है। पेपर मिल बड़ी आसानी से लग सकती है लेकिन कोई पेपर मिल या बड़ा उद्योग वहां पर नहीं लगाया गया है। इस तरह से आप कैसे पिछड़े जिलों का विकास करेंगे ?

बरोजगारी के बारे में जैसा कि श्री जगपाल सिंह जी ने कहा यह बात सही है कि बरोजगारी बहुत बढ़ गयी है। गांवों की हालत बहुत खराब है; प्रत्येक गांव में कम से कम एक आदमी नियुक्त किया जाये जो वहां पर हो रहे विकास कार्यों को देख सके। इससे बरोजगारी भी दूर होगी और विकास कार्य भी सुचारु रूप से चलेंगे।

एक सुझाव और देना चाहता हू कि जितने भी ग्रेजुएट हैं उन सबकी डिग्री पर 30 हजार रुपये का लोन दिया जाये ताकि वे कोई अपना काम कर सकें। उसकी पढ़ाई में इतना खर्च हुआ है इसलिये डिग्री रख कर उसको यह पैसा बिना किसी और गारन्टी के दिया जाना चाहिये।

अन्त में मैं इतना कहकर समाप्त करता हू। आप कहते हैं कि ऐसा इसलिये हुआ है, वैसा इसलिये हुआ है लेकिन मैं तो इतना कहना चाहता हू —

न इधर उधर की तू बात कर,

ये बता कि काफला क्यों लुटा

तेरी रहबरी का सवाल है, मुझे राहजन की गरज नहीं।

MR CHAIRMAN: Now the hon. Minister.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PATTABHI RAMA RAO): As many as 11 hon. Members of the House have partaken in this debate...

SHRI SOMNATH CHATTERJEE (Jadavpur): Including the last one? Correctly added?

SHRI PATTABHI RAMA RAO: And starting with you.

The question of price hike of kerosene was raised by Prof. Satyasadhan Chakraborty, Shri Somnath Chatterjee and also by Shastriji. These three friends have raised this question. Sir, the price of kerosene was raised by 10 paise per litre. It is true. It is only last month or a month before that the dual pricing system was introduced for kerosene. As a sort of concession in the Budget the Finance Minister has taken away that dual pricing system and has given a go-by to it. Then you must understand the resource position of the country. So to

[Shri Pattabhi Rama Rao]

make good the resource position he has increased it by only 10 paise—not much. ...

SHRI SOMNATH CHATTERJEE :
How much will be raised ?

SHRI PATTABHI RAMA RAO :
It is only 10 paise.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South) : What will be the total revenue ?

SHRI PATTABHI RAMA RAO :
You can discuss all that when the Demands for Energy Ministry come up and you will get a detailed reply. Because I have got the information just now and as you raised it, I am saying this. This has nothing to do with these supplementary demands. However I thought that it is better to tell you what the position is.

Coming to the other point raised by my friend, Shri Somnath Chatterjee, he was speaking of the Union and the State finances and that between the State and the Central finances there should be co-ordination and he says that more funds should be allotted to the States. This question has been every five years decided by the Finance Commission. ...

SHRI SOMNATH CHATTERJEE :
Now you have left it to the Finance Commission ?

SHRI PATTABHI RAMA RAO : The allocation of finances between the Centre and the States is generally done on the advice of the Finance Commission. Now there is Eighth Finance Commission going into this question under the chairmanship of Shri Y. B.

14.00 hrs.

Chavan. I am sure he is going to deal with this in detail and submit a report after which probably this question can be better solved in the sense that more liberal grants come

after he gives his advice in the matter and submits his report.

SHRI SOMNATH CHATTERJEE :
Finance Commission cannot solve the basic issues.

SHRI PATTABHI RAMA RAO :
The basic issue is allocation of funds between the Centre and the States. That is the basic issue. Naturally, under Shri Y. B. Chavan's chairmanship the Commission will certainly decide.

Coming to other points raised by Shri Chatterjee, he mentioned about the problem of growing requirements of traffic in the metropolitan city of Calcutta.

SHRI SOMNATH CHATTERJEE :
That was an example. You spend Rs. 1500 crores on Asiad but you don't give money. ...

SHRI PATTABHI RAMA RAO :
Asiad is a thing of international importance. That has brought us credit in the whole world. It is a sports meet which should be encouraged. The question of money is no consideration.

SHRI SOMNATH CHATTERJEE : Is it is the policy of this Government that by bringing credit any amount can be spent ?

SHRI PATTABHI RAMA RAO : It is not a question of any amount can be spent.

SHRI SOMNATH CHATTERJEE :
You cannot give drinking water to the people and you are talking of. ... Let us know what is the policy?

SHRI PATTABHI RAMA RAO :
Let me answer your points.

SHRI SATYASADHAN CHAKRABORTY : In the Opposition it is our duty to disturb... (Interruptions)

SHRI PATTABHI RAMA RAO : I have got patience enough to stand it. Sir, he also mentioned about the

second bridge on the river Hooghly. This is an important point. It has been taken up for construction by the West Bengal Government. As this bridge falls on a local road and is essentially a State responsibility—it is not Centre's responsibility—yet in view of the huge cost involved, viz., Rs. 141 crores, Centre has agreed to provide assistance of Rs. 57 crores. Of this sum Rs. 42.57 crores were released upto 1981-82 and the current year's provision is Rs. 14.56 crores. Thus the Centre is rendering necessary assistance in this regard.

SHRI SOMNATH CHATTERJEE :
What is the price escalation? Why don't you divert some funds for this purpose?

SHRI PATTABHI RAMA RAO :
Spent funds, not future funds. We have spent already. Today the issue is, funds that have been spent.

SHRI SOMNATH CHATTERJEE :
After releasing the income-tax arrears you kindly give to us.

SHRI PATTABHI RAMA RAO :
Mr Bhoi from Bhubaneswar spoke about certain matters; they are not so much concerned with today's subject. However I can assure him that we will look into all the problems about which he has mentioned and see what can be done about them.

Mr. Namgyal pointed out how the requirements of the particular area of Kashmir like Ladakh need special attention. There is no doubt about it. He said that substantial part of assistance given by the Centre for the development of the State was not reaching the Ladakh region. That is the region about which I mentioned. The per capita plan outlay for Jammu and Kashmir during 1982-83 will be Rs. 363.87 as against all-India average of Rs. 170.89. The per capita Central assistance to State for 1982-83 is also significantly higher, viz, Rs. 438.90 as against the all India average of Rs. 59.18. Mr Namgyal spoke about Central assistance to Jammu and Kashmir

State. I have already indicated Centre's contribution for the development of the State. He has expressed various difficulties faced by the inhabitants of the Ladakh area. These will no doubt be looked into by the authorities concerned.

He particularly mentioned about death of goats, sheep etc. due to rain, due to frost, and extremely cold condition, minus 20 degrees. They are suffering a lot; there is no doubt about it. I am sure all that is possible will be done for the State. The Centre is always sympathetic towards such backward areas.

Mr Jagpal Singh complained about cost escalation. It is true such cases are there; it happens every year. Projects are completed in the State sector; they should be looked into. Prices of all commodities are going up, like those of cement, steel and so on. Therefore, the cost of projects are bound to go up. However all the best which we can do had been done and it will be done in future.

Shri Ajit Kumar Mehta referred to the drought conditions in Bihar and the position of water supply etc. A Central Team is leaving for Bihar on the 21st March to assess the situation. As soon as their report is received, necessary assistance will be provided by the Centre in the light of the decisions taken.

There have been a number of other suggestions in general and those would be looked into .. (Interruptions)

DR. KRUPASINDHU BHOI : What about my suggestions?

AN HON MEMBER : Yours will also be looked into.

SHRI PATTABHI RAMA RAO : The hon. Member spoke about the electrification programme and wanted more funds to be allotted in the budget for this purpose. If the money already made available is spent properly, I

[Shri Pattabhi Rama Rao]

am sure, the objectives can well be achieved. The only question is that the State Government must spend the money properly, and I am sure, they will do it under the able leadership of the present Chief Minister... (Interruptions) He also spoke about the irrigation projects there. I am sure, those would also be taken care of. I do not think, I can go into the other points in detail. I can, however, assure him that the Government will certainly look into all the points that he has mentioned and see what best could be done.

Shri Ajit Kumar Mehta also spoke about the balance of trade position, and wanted that the Ministry of Education and Culture and Social Welfare should spend more money on education etc. so that the unrest among the students and the institutions is removed. He emphasised that the things that are going wrong in the sphere of education should be set right. As we know, education is a State subject and I am sure, the State Governments will do their best. If, however, any specific problem is brought to the notice of the Education Ministry at the Centre, I am sure, they will certainly look into that.

Shri Mool Chand Daga spoke about half a dozen subjects, if not more, for example N.T.C., R.T.C., power, education, family planning etc. Certainly, these will be looked into (Interruptions).

MR CHAIRMAN: And some will be overlooked also.

SHRI PATTABHI RAMA RAO: Mr. Satyanarayan Jatiya spoke about the problems in his State. We will certainly go into those problems and see what best could be done.

My friend, Shri Lakkappa, spoke about the regional political parties. I am afraid that is not a point to be answered by me. Time alone will tell us what results all those political parties will bring about and what good

they are going to do in those areas and how they are going to maintain them. I would request Shri Lakkappa to have patience and watch and see what they do for the people of the State.

Then, Sir, he mentioned about the Steel Plants. Having started them and keeping in view the fact that there has been progress to some extent, the Government will certainly try to complete them as early as possible depending on the financial resources with the Centre.

Sir, I have replied to the point of Shri Ramavtar Shastri in regard to the price of kerosene.

SHRI RAMAVATAR SHASTRI: Not only the price of kerosene, I have referred to other points also.

SHRI PATTABHI RAMA RAO: The rest of the points raised by Shri Ramavtar Shastri will be looked into.

SHRI RAMAVATAR SHASTRI: There are so many points. Kindly say what are those points.

SHRI PATTABHI RAMA RAO: Sir, if we go into all the points, we will go on till evening.

MR. CHAIRMAN: It is enough, he has said other point will be looked into.

SHRI PATTABHI RAMA RAO: Regarding the other points, which other hon. Members have spoken, I am sure the Government will take good care of them.

MR. CHAIRMAN: I shall now put the Supplementary Demands for Grants (General) for 1982-83 to the vote of the House.

The question is:

"That the respective supplementary sums not exceeding the amounts on

Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the Charges that will come in course of payment during the year ending 31st day of March, 1983 in respect of the following demands entered in the second column thereof.

Demand Nos. 1, 4, 5, 7, 8, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 38, 39, 41, 42, 44, 45, 46, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 61, 62, 63, 64, 65, 69, 70, 71, 76, 77, 78, 79, 81, 82, 83, 84, 86, 88, 89, 90, 92, 93, 94, 95, 96, 98, 100, 101, 103, 106, 107 and 108."

The motion was adopted

Supplementary Demands for Grants (General) for 1982-83 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant voted by the House	
1	2	3	
		Revenue Rs.	Capital Rs.
MINISTRY OF AGRICULTURE			
1—Department of Agriculture and Co-operation	.	14,45,000	..
4—Animal Husbandry and Dairy Development	.	41,12,33,000	..
5—Forest	.	1,000	..
7—Department of Food	.	45,73,72,000	..
8—Department of Agriculture, Research and Education	.	5,89,000	..
MINISTRY OF CIVIL SUPPLIES			
10—Ministry of Civil Supplies	.	1,000	..
MINISTRY OF COMMERCE			
11—Ministry of Commerce	.	22,01,000	..
12—Foreign Trade and Export Production	.	1,000	7,20,62,08,000
13—Textiles, Handloom and Handicrafts	.	2,000	48,63,09,000
MINISTRY OF COMMUNICATIONS			
14—Ministry of Communications	.	10,06,000	..
15—Overseas Communications Service	.	4,53,82,000	..
16—Posts and Telegraphs Working Expenses	.	115,55,43,000	..
MINISTRY OF DEFENCE			
19—Ministry of Defence	.	12,27,28,000	8,79,60,000
20—Defence Services—Army	.	124,31,58,000	..
22—Defence Services—Air Force	.	112,29,50,000	..
23—Defence Services—Pensions	.	14,65,00,000	..

1	2	3
	Revenue Rs.	Capital Rs.
24—Capital Outlay on Defence Services	..	42,09,00,000
MINISTRY OF EDUCATION AND CULTURE		
25—Department of Education	8,80,000	..
26—Education	29,84,27,000	71,51,000
27—Department of Culture	48,87,000	..
28—Archaeology	57,21,000	..
MINISTRY OF ENERGY		
29—Department of Coal	..	1,000
30—Department of Power	13,40,26,000	93,10,59,000
MINISTRY OF EXTERNAL AFFAIRS		
31—Ministry of External Affairs	17,73,78,000	17,84,37,000
MINISTRY OF FINANCE		
32—Ministry of Finance	5,12,28,000	..
33—Customs, ...	1,27,93,000	..
34—Union Excise Duties	6,64,56,000	..
35—Taxes on Income Estate Duty, Wealth Tax and Gift Tax	8,75,76,000	..
37—Audit	10,38,09,000	..
38—Currency, Coinage and Mint	5,96,64,000	..
39—Pensions	24,80,09,000	..
41—Transfers to State Governments	222,80,80,000	..
42—Other Expenditure of the Ministry of Finance	..	31,00,37,000
MINISTRY OF HEALTH AND FAMILY WELFARE		
44—Ministry of Health and Family Welfare	18,18,000	..
45—Medical and Public Health	3,25,71,000	1,000
46—Family Welfare	50,40,81,000	..
MINISTRY OF HOME AFFAIRS		
47—Ministry of Home Affairs	55,04,000	..
48—Cabinet	73,19,000	..
49—Department of Personnel and Administrative Reforms	98,52,000	..
50—Police	44,90,16,000	..
52—Other Expenditure of the Ministry of Home Affairs	14,91,54,000	22,38,03,000

1	2	3
	Revenue Rs.	Capital Rs.
53-Delhi	31,30,13,000	29,06,80,000
54-Chandigarh	4,25,57,000	..
55-Andaman and Nicobar Islands	15,57,000	..
56-Dadra and Nagar Haveli	8,05,000	..
57-Lakshadweep	..	16,65,000
MINISTRY OF INDUSTRY		
58-Ministry of Industry	43,03,000	..
59-Industries	117,11,74,000	51,80,71,000
MINISTRY OF INFORMATION AND BROADCASTING		
61-Ministry of Information and Broadcasting	10,00,000	..
62-Information and Publicity	62,00,000	..
63-Broadcasting	2,84,00,000	1,000
MINISTRY OF IRRIGATION		
64-Ministry of Irrigation	1,000	..
MINISTRY OF LABOUR		
65-Ministry of Labour	18,38,000	..
MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS		
69-Ministry of Petroleum, Chemicals and Fertilizers	18,00,000	..
70-Petroleum and Petro-Chemical Industries	..	5,000
71-Chemicals and Fertilizers Industries	146,99,000	2,000
MINISTRY OF SHIPPING AND TRANSPORT		
76-Ministry of Shipping and Transport	46,54,000	..
77-Roads	8,05,66,000	25,31,60,000
78-Ports, Lighthouses and Shipping	8,69,48,000	..
79-Road and Inland Water Transport	..	4,99,00,000
MINISTRY OF STEEL AND MINES		
81-Department of Steel	..	1,000
82-Department of Mines	1,000	1,000
MINISTRY OF SUPPLY AND REHABILITATION		
83-Department of Supply	2,94,000	..
84-Supplies and Disposals	50,00,000	..

1	2	3
	Revenue	Capital
	Rs.	Rs.
MINISTRY OF TOURISM AND CIVIL AVIATION		
86—Ministry of Tourism and Civil Aviation	11,93,000	..
88—Aviation	79,13,000	2,000
89—Tourism	..	5,20,00,000
MINISTRY OF WORKS AND HOUSING		
90—Ministry of Works and Housing	14,35,000	..
92—Water Supply and Sewerage	1,78,70,000	..
93—Housing and Urban Development	..	3,12,01,000
94 Stationary and Printing	4,18,54,000	..
DEPARTMENT OF ATOMIC ENERGY		
95—Department of Atomic Energy	3,50,000	..
96—Atomic Energy Research, Development and Industrial Projects	..	11,00,00,000
DEPARTMENT OF ELECTRONICS		
98—Department of Electronics	1,000	..
DEPARTMENT OF OCEAN DEVELOPMENT		
100—Department of Ocean Development	12,43,50,000	17,00,00,000
DEPARTMENT OF SCIENCE AND TECHNOLOGY		
101—Department of Science and Technology	2,000	..
103—Grants to Council of Scientific and Industrial Research	6,75,00,000	..
PARLIAMENT, DEPARTMENT OF PARLIAMENTARY AFFAIRS, SECRETARIATS OF THE PRESIDENT AND VICE-PRESIDENT AND UNION PUBLIC SERVICE COMMISSION		
106—Rajya Sabha	15,13,000	..
107—Department of Parliamentary Affairs	2,30,000	..
108—Secretariat of the Vice-President	73,000	..

MR. CHAIRMAN: Now I shall put the Demands for excess Grants (General) for 1980-81 to the vote of the House.

The question is:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President

out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1981, in respect of the following demands entered in the second column thereof:

Demand Nos. 11, 17, 21, 22, 23, 24, 38, 39, 50, 53, 55, 81, 83, 84 and 91.

The motion was adopted.

Demands for Excess Grants (General) for 1980-81 Voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand voted by the House
		Rs.
I. EXPENDITURE MET FROM REVENUE		
11.	Ministry of Commerce	1,13,982
17.	Posts and Telegraphs	19,49,66,591
21.	Defence Services—Army	45,95,82,358
22.	Defence Services—Navy	5,96,54,577
23.	Defence Services—Air Force	3,06,12,952
24.	Defence Service—Pensions	3,68,08,901
38.	Currency, Coinage and Mint	3,26,333
39.	Pensions	5,75,09,752
53.	Delhi	3,65,93,506
55.	Andaman and Nicobar Islands	2,93,64,712
81.	Mines and Minerals	3,11,37,588
83.	Department of Supply	28,897
84.	Supplies and Disposals	8,07,234
91.	Public Works	1,89,41,943
II. EXPENDITURE MET FROM CAPITAL		
30.	Police	33,57,969
53.	Delhi	5,60,20,192

14.21 hrs.

MR. CHAIRMAN : The question is:

APPROPRIATION BILL,* 1983

MR. CHAIRMAN: Now the Minister.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PATTABHI RAMA RAO): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1982-83.

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1982-83."

The motion was adopted.

SHRI PATTABHI RAMA RAO: I introduce** the Bill.

*Published in Gazette of India extraordinary, Part II, Section 2 dated 19-3-83.

**Introduced with the recommendation of the President.

MR. CHAIRMAN: The Minister.

SHRI PATTABHI RAMA RAO: I beg to move**.

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1982-83, be taken into consideration."

MR. CHAIRMAN: Anybody wants to speak? No. The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1982-83, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: Now we shall take up the clauses. The question is:

"That Clauses 2 and 3, and the Schedule stand part of the Bill."

The motion was adopted.

Clause 2 and 3, and the Schedule were added to the Bill.

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. CHAIRMAN: Now the Minister.

SHRI PATTABHI RAMA RAO: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

14.23 hrs.

APPROPRIATION (NO. 2) BILL*
1983

MR. CHAIRMAN: Now the Minister.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PATTABHI RAMA RAO): I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1981, in excess of the amounts granted for those services and for that year.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1981, in excess of the amounts granted for those services and for that year."

The motion was adopted.

SHRI PATTABHI RAMA RAO: I introduce*** the Bill.

MR. CHAIRMAN: Now the Minister.

SHRI PATTABHI RAMA RAO: I beg to move***:—

"That the Bill to provide for the authorisation of appropriation of money out of the Consolidated Fund of India to meet the amounts spent on certain services during the

*Published in Gazette of India Extraordinary Part II, Section 2, dated 19-3-82.

**Moved with the recommendation of the President.

***Introduced/Moved with the recommendation of the President.

financial year ended on the 31st day of March, 1981, in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. CHAIRMAN: The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1981, in excess of the amounts granted for those services and for that year, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: We shall now take up the Clauses. The question is:

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, and the Schedule were added to the Bill.

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI PATTABHI RAMA RAO: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

MR. CHAIRMAN: Items Nos. 11, 12, 13 and 14 have to be taken up together for which five hours have been allotted,

14.26 hrs.

RESOLUTION RE. RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE; DEMENDS FOR GRANTS (RAILWAYS), 1983-84; SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1982-83; AND DEMENDS FOR EXCESS GRANTS (RAILWAYS), 1980-81

MR. CHAIRMAN: The House will now take up the Resolution regarding approval of the Recommendations of the Railway Convention Committee and discussion and voting on Demands for Grants (Railways) for 1983-84, Supplementary Demands for Grants (Railways) for 1982-83 and Demands for Excess Grants (Railways) for 1980-81 for which 5 hours have been allotted.

Hon. Members present in the House, whose cut motions to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

A list showing the serial numbers of cut motions moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay.

Motions moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in the course of payment the year ending the 31st day of March, 1984, in respect of the heads of demands entered in the second column thereof against Demand, Nos. 1 to 16."

[Mr. Chairman]

"That the respective Supplementary Sums not exceeding the amounts shown in the third column of the order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1983 in respect of the heads of Demands entered in the second column thereof—

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1981, in respect of the following Demands entered in the second column thereof

Demand Nos. 1 and 3 to 16."

Demand Nos. 3 to 7, 9 to 13 and 16."

Demands for Grants (Railways) for 1983-84 submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	4,38,34,000
2.	Miscellaneous Expenditure (General)	32,12,65,000
3.	General Superintendence and Services	197,63,19,000
4.	Repairs and Maintenance of Permanent Way and Works	399,73,63,000
5.	Repairs and Maintenance of Motive Power	337,86,28,000
6.	Repairs and Maintenance of Carriages and Wagons	501,24,86,000
7.	Repairs and Maintenance of Plant and Equipment	212,77,25,000
8.	Operating Expenses—Rolling stock and Equipment	371,19,12,000
9.	Operating Expenses—Traffic	399,40,84,000
10.	Operating Expenses—Fuel	810,45,32,000
11.	Staff Welfare and Amenities	145,75,32,000
12.	Miscellaneous Working Expenses	205,68,11,000
13.	Provident Fund, Pension and other Retirement Benefits	185,62,71,000
14.	Appropriation to Funds	1094,43,15,000
15.	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Over-capitalization	636,62,01,000
16.	Assets—Acquisition, Construction and Replacement	
	Revenue	11,99,50,000
	Other Expenditure	3184,20,48,000

Supplementary Demands for Grants (Railways) for 1982-83 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	27,68,000
3.	General Superintendence and Services	6,42,78,000
4.	Repairs and Maintenance of Permanent Way and Works	18,45,77,000
5.	Repairs and Maintenance of Motive Power	2,00,89,000
6.	Repairs and Maintenance of Carriages and Wagons	20,10,20,000
7.	Repairs and Maintenance of Plant and Equipment	6,08,53,000
8.	Operating Expenses—Rolling stock and Equipment	9,78,76,000
9.	Operating Expenses—Traffic	12,27,49,000
10.	Operating Expenses—Fuel	51,99,19,000
11.	Staff Welfare and Amenities	3,00,91,000
12.	Miscellaneous Working Expenses	18,43,17,000
13.	Provident Fund, Pension and other Retirement Benefits	19,92,74,000
14.	Appropriation to Funds	55,94,50,000
15.	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Over-capitalization	21,75,34,000
16.	Assets—Acquisition, Construction and Replacement Other Expenditure	103,56,53,000

Demands for Excess Grants (Railways) for 1980-81 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
		Rs.
3.	General Superintendence and Services	2,06,16,289
4.	Repairs and Maintenance of Permanent Way and Works	3,54,41,845
5.	Repairs and Maintenance of Motive Power	4,96,57,930
6.	Repairs and Maintenance of Carriages and Wagons	10,03,79,527

1	2	3
7.	Repairs and Maintenance of Plant and Equipment	5,77,08,884
9.	Operating Expenses—Traffic	6,57,60,855
10.	Operating Expenses—Fuel	10,23,53,364
11.	Staff Welfare and Amenities	3,55,14,944
12.	Miscellaneous Working Expenses	8,25,26,575
13.	Provident Fund, Pension and other Retirement Benefits	10,57,90,209
16.	Assets—Acquisition, Construction and Replacement	181,71,37,208

THE MINISTER OF RAILWAYS
(SHRI A. B. A. GHANI KHAN CHAUDHARY): I beg to move the following resolution:—

14.30 hrs.

[Shri Somnath Chatterjee in the Chair

"That this House approves the recommendations made in paragraphs 63, 64, 67 and 70 contained in the Seventh Report of the Railway Convention Committee, 1980, appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with Railway Finance and General finance, which was presented to the Parliament on 5-11-1982."

Memoranda on all these subjects have been submitted by the Ministry of Railways to the Railway Convention Committee in addition to two interim Memoranda. The Committee have already considered some of these subjects and have submitted their reports thereon, e.g., on Rules of Allocation and Fifth Plan Performance.

"That this House further directs that the action taken by Government on the other recommendations made in this Report should be reported to the Committee."

Sir, the Railway Convention Committee 1980 was constituted in October, 1980 by a resolution adopted by both Houses in August, 1980 to review the rate of dividend payable by the Railway undertaking to the General Revenues as well as other ancillary matters in connection with the relationship between Railway Finance and General Finance and make recommendations thereon. The Committee selected for examination 16 subjects covering various facts of Railway working including Sixth Plan projections, contribution to Depreciation Reserve Fund and Rate of Dividend etc.

In the first Memorandum submitted in January 1981, the Committee was requested to permit the continuance of the financial arrangements between the Railways and the General Finance as recommended by the Railway Convention Committee-1977, for the years 1980-81 and 1981-82 pending their final recommendations for the Sixth Plan. The Railway Convention Committee-1980 agreed in their First Report, to these proposals of the Ministry of Railways. These recommendations contained in the First Report of the Committee were later on approved by this House.

Having regard to the fact that preparation of the Memoranda on some important subjects like Rate of Dividend payable by Railways to General Revenues, contribution to Depreciation Reserve Fund, etc. took some time, a Second Interim Memorandum was submitted to the Committee in January, 1982 requesting for their permission for continuance in 1982-83 also the finan-

cial arrangements between the Railways and the General Finance as applicable to the year 1981-82, pending finalisation of recommendations for the entire Sixth Plan Period. The only changes which the Ministry of Railway had put forth for the consideration of the Committee were for raising the appropriation to Depreciation, Reserve Fund and the Pension Fund to Rs. 500 crores and Rs. 150 crores, respectively. The Committee agreed to this arrangement in their Fourth Report and the same was reflected in the Railway Budget 1982-83. The relevant recommendations were also approved by this House.

The Committee have since examined the Memoranda submitted by the Ministry of Railway containing the proposals regarding the rate of dividend payable by the Railways to General Revenues, Contribution to Depreciation Reserve Fund, etc. during the Sixth Plan period 1980-85 and their recommendations for the first four years of the Plan period are now available in the Seventh Report. The Budget which I presented to the House on 24-2-1983 has been framed on the basis of these recommendations. Briefly stated, the Railways will now pay a dividend of 6.5 per cent on all Capital made available less elements no which subsidy is calculated, after 1-4-1980 instead of the earlier rate of 6 per cent. This rate of 6.5 per cent has been fixed with reference to the average borrowing rate of Government anticipated for the period 1980-85. In addition, the quantum of payments to States in lieu of Passenger Fare Tax, etc., has also been increased by raising the rate of contribution on pre-March 1964 capital from 1 per cent to 1.5 per cent i.e., the estimated payments increasing from Rs. 17.52 crores (approximate) to about Rs. 26.74 crores per annum.

The action taken on the other recommendations will as usual be intimated to the Committee for their further consideration.

With these few words, I commend the Resolution for the consideration of the House. I would also like to express my thanks to the Chairman and Members of the Committee for their sympathetic consideration of the problems of the Railways, while recommending the revised rate of dividend payable to General Revenues.

SHRI BHOGENDRA JHA (Madhubani): I beg to move:

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100"

'Necessity of constructing Sakri-Hasanpur new line.' (2)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of restoring Nirmalji-Thirithitha railway line by constructing a bridge over river Kosi] (3)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"[Postponment of conversion of Samastipur-Darbhanga railway line into broad gauge line.]" (4)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of abolishing the Railway Board.] (5).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of workers' participation in management..](6)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need for remodelling of Jay Nagar railway station for improved facilities for trains employees and passengers.] (224).

[Shri Bhogendra Jha]

"That the Demand under the Head Miscellaneous Expenditure—General be reduced by Rs. 100."

[Need for an over-bridge on the Crossing to the north of Darbhanga Junction on N.E. Railway.] (225)

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need for running an Express train between Samastipur-Howrah-Samastipur daily] (234).

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need for running a daily Prayag-Tanakpur (Jay Nagar) Express on Metre gauge line] (235).

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need for making 153 UP-154 Dn. a tri-weekly train directly via Mirzapur-Allahabad] (236).

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100"

[Need for running 105 Up and 106 Dn. train as Samastipur-New Delhi Super Fast Express] (237).

"That the Demand under the Head Railway Board be reduced to Re. 1"

[Need for recognition to labour unions on basis of secret ballot.] (259)

"That the Demand under the Head Railway Board be redced to Re. 1."

[Property of postponing conversion and construction of Samastipur-Darbhanga and Sakri-Hasanpur lines.] (260).

"That the Demand under the Head Railway Board be reduced to Re.1."

[Necessity of abolishing the Railway Board.] (261).

"That the Demand under the Head Railway Board be reduced to Rs. 1."

[Need for worker's participation in management.] (262).

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to curb the chronic late running of trains on N.E.R. and Eastern Railway.] (287).

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Extremely reduced railway facilities in the Mithila ragion of North Bihar in terms of the number of trains, line-dislocation, connecting trains.] (288).

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for regularising the services of sasul labourers.] (289).

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for link bonus and promotion to productivity, efficiency and integrity.] (290)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to implement Supreme Court's orders in writ petition Nos. 147/83, 454/83, 493/83, SLP (Civil) No. 217/83 dated 14-2-83.] (291)

"That the Demand under the Head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Need to convert Tektar, Mwitha and Korahia Halts on N.E.R. into formal stations under Samastipur Division.] (297)

[Need to construct a new Muzaffarpur-Benibad Darbhanga direct rail (broad gauge) line.] (304)

"That the Demand under the Head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

"That the Demand under the Head Assets—Acquisition Construction and Replacement be reduced by Rs. 100."

[Need for revamping and re-modelling Madhubani railway station on N.E.R. and improving its waiting rooms.] (298)

[Need to complete survey of Darbhanga-Jay Nagar line conversion to broad gauge]. (305).

"That the Demand under the Head Assets—Acquisition Construction Assets—Acquisition Construction and Replacement be reduced by Rs. 100."

"That the Demand under the Head Assets—Acquisition Construction and Replacement be reduced by Rs. 100."

[Need for survey of Sitamarhi-Jay Nagar-Loukahabazar railway line.] (306)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to plant mango, coconut and other trees on both sides of the railway lines throughout the country.] (301)

[Need for introducing a new Jaynagar (Janakpur) Allahabad city (Prayag) express (metre gauge) on N.E. Railway] (1439).

"That the Demand under the Head Assets—Acquisition Construction and Replacement be reduced by Rs. 100."

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have a modern market place and small workshops on railway land at khajauli kamtaul, Madhubani and Sakri under Samastipur Division of N.E.R.] (302)

[Need to shift the Rajendrapul halt further south to the northern terminus of the bridge for the convenience of passengers to and from Simariaghat] (1440)

"That the Demand under the Head Assets—Acquisition Construction and Replacement be reduced by Rs. 100."

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for continuing production of wages as well as repair work at Samastipur work shop on N.E. Railway.] (1441)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for completing immediately the conversion of Barauni-Katihar metre gauge into broad Gauge.] (303)

[Need to retransfer Dalsingesarai, Ujiarpur, Naziganj, and Sat-hajagat stations from Sunpur to Samastipur Division.] (1442).

"That the Demand under the Head Assets—Acquisition Construction and Replacement be reduced by Rs. 100."

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Bhogendra Jha]

[Need for removing the stoppages of all express trains between Samastipur and Barauni express Dalsingsarai.] (1443)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to, retime the arrival and departure of all trains at and Samastipur towards Darbhanga keeping in view the convenience of passengers from and for far off places on the broad gauge lines.] (1444).

SHRI M. RAMANNA RAI Kasargod): I beg to move.

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Discontinuation of sleeping berth facility to the catering staff and other running staff in the Nizamuddin- Mangalore- Chocin Jayanti Janata and other fast long distance trains.] (12)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce a direct train service from Ahmedabad to Trivandrum via Bangalore.] (13)

"That the Demand under the Head Railway Board be reduced to Rs. 1"

[Failure to introduce a direct train from Rourkela to Trivandrum.] (14)

"That the Demand under the Head Railway Board be reduced to Re. 1"

[Failure to start Kirala Express from Trivandrum and Bangalore by changing existing system.] (15)

"That the Demand under the Head Railway Board be reduced to Re. 1"

[Failure to start direct train from Bombay to Mangalore.] (16)

"That the Demand under the Head Miscellaneous Working Expenses be reduced to Re. 1"

[Failure to pay adequate compensation to accident victims.] (17)

"That the Demand under the Head Miscellaneous Working Expenses be reduced to Rs. 1."

[Failure in giving employment to next kins of railway accident victims.] (18)

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need for improvement in quality of food supplied in Kerala Express, Jayanti Janata and other fast long distance trains.] (19).

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need for giving job security to catering staff and absorbing the temporary catering staff in the service.] (20).

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to improve security arrangements in the trains to save passengers from dacoits and robbers.] (21).

"That the Demand under the Head Provident Fund, pension and other Retirement Benefits be reduced by Rs. 100."

[Need for payment of enhanced rate of pension to retired employees.] (22)

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100."

[Failure to take up the construction of Mangalore-Bombay West Coast railway line.] (23).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Failure to convert the existing metre gauge line from Mangalore to Bangalore via Hasan into broad gauge.] (24).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Failure to conduct research for improving and modernising steam engines so as use the locally available coal.] (25).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for increasing number of sleeping berth quota at Kasargod, Kanhangad and Payyannur stations for Malabar Express.] (26).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need to stop Trivandrum-Mangalore Express at Majeswaram station during the day.] (27).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for providing quarters with amenities to the workers in the catering service in Madras Central railway station.] (28).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for reducing retiring room charges for genuine passengers at railway stations] (29).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for replacing the rotten and leaking old coaches of the Madras-Mangalore Mail and Madras-Mangalore West Coast Express.] (30).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for more coffee and tea stalls at Trivandrum, Eernakulam, Calicut and Mangalore railway station.] (31).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for construction of over bridge at Kasargod railway station.] (32).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for expansion of Kasargod railway station by constructing more platforms.] (33).

Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need to provide proper reservation facilities and to eliminate malpractices in the reservation in big cities.] (34).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Need for electrification of railway lines in Kerala.] (35).

"That the Demand under the Head Assets-Acquisition Construction and Replacement be reduced by Rs. 100".

[Shri M. Ramanna Rai]

[Need for doubling the Mangalore Cochin line] (36).

"That the Demand under the Head Assests-Acquisition Construction and Replacement be reduced by Rs. 100."

[Need for reducing the railway fare of second class for low income group passengers.] (37).

SHRIMATI PRAMILA DANDA-VATE (Bombay North Central): I beg to move:

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need for additional frequency of suburban trains in Bombay, Western Railway.] (38).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide more suburban trains on Central Railway in Bombay.] (39).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to make provision for additional special coaches in suburban trains in Bombay Calcutta and Madras.] (40).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need for better security measures for women passengers in suburban trains.] (41).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to make provision of movements free platforms on all main stations on Railway.] (42).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need for fencing of railway lines all over suburban track in Bombay.] (43).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide foot-over bridges all over Bombay.] (868)

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need for extension of foot-over bridge between parel and Elopinstine Road station.] (869).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide more rest rooms for women passengers at Bombay V. T.] (870).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to clean toilets at railway station.] (871).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to give protection to women passengers in all suburban trains.] (872).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide special railway police on all suburban trains.] (873).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Discontinuation of the work of West Coast rail line.] (910).

"That the Demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

[Need to have adequate rail service between Kanpur and Ratnagiri.] (91).

SHRI A. K. ROY (Dhanbad): I beg to move:

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for running passenger trains between Dhanbad and Sindri on the lines now used only for the goods trains on Eastern Railway.] (75).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for extending Dhanbad-Pathardih train up to Bhojudih for which the rail line is already there on Eastern Railway.] (76).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for running one more train during day between Dhanbad and Chandrapura on Eastern Railway.] (77).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for connecting by a shuttle, Bermo coalfield with Dhanbad-Chandrapura rail line.] (78).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for running one more passenger train between Dhanbad and Gaya on Eastern Railway.] (79).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for one more trip of Dhanbad-Pathardih local train with increased speed.] (80).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Regular late running of Howrah-Delhi Rajdhani Express.] (81).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to stop wagon breaking between Dhanbad and Asansol on Eastern Railway.] (82).

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide lights, fans, water in passenger trains on Gomoh-Barka Khanal line.] (83).

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for extension of Dhanbad-Hawrah Coalfield Express and Black-diamond Express up to Gomoh.] (84).

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for renaming of Gomoh station as Netaji Subhashbad.] (85).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to construct an over-bridge at pradhan Khunta station on Eastern Railway.] (86).

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to add more passenger bogies to 129 up Passenger train.] (87).

[Shri A. K. Roy]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to add more passenger compartments for Delhi to Jammu Tawi Express at Dhanbad station.] (88).

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase reserved berths for IInd Class in Bombay Mail at Dhanbad, (89).

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to prevent near stam-pede by porters at New Delhi station.] (90).

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for extension of Dhanbad Railway over-bridg upto purana Bazar.] (91).

SHRI KAMLA MISHRA MADHUKAR (Motihari): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of Railway Board in ef-fecting economy in expenditure.] (153)

"That the demand under the head Railway Board be reduced by Rs 100."

[Failure of Railway Board in pro-gressive use of Official Language]. (154)

"That the demand under the head Miscellaneous expenditure (General) be reduced by Rs 100."

[Failure in conducting survey for construction of new railway lines in backward areas.] (155)

"That the demand under the head Miscellaneous expenditure (General) be reduced by Rs 100."

[Failure in constructing a new railway line from Hazipur to Sugauli on N.E. Railway for the develop-ment of Gandak command area.] (156)

"That the demand under the head Miscellaneous expenditure (General) be reduced by Rs. 100."

[Failure to conduct survey for direct rail line from Mehsi to Sita-marhi.] (157)

"That the demand under the head General superintendence and Services be reduced by Rs. 100."

[Need to improve the working of Divisional Offices of the Railways.] (158)

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Shortage of requisite staff in Di-visional Offices as a result of which the letters of Members of Parliam-ent are not attended to in time.] (159)

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to curb extravagance by General Managers of Railways.] (160)

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to improve the condition of railway staff quarters at Motihari, Pipra and Mehsi stations on N.E. Railway.] (160)

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to provide facilities for or-ganisaing sports and cultural pro-grammes to the railway staff of Moti-hari and Sugauli Junctions on N.E. Railway.] (162)

"That the demand under the head Repairs and Maintenance of Perma-nent Way and Works be reduced by Rs. 100."

[Lack of parks, vegetation and trees at Motihari, West Pipra and Mehshi stations on N.E. Railway.] (163)

"That the demand under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100."

[Need to improve the condition of engines operating on Muzaffarpur-Narkatiaganj and Raxaul Lines.] (164)

"That the demand under the head Repairs and Maintenance of Motive Power be reduced by Rs. 100."

[Need to develop Muzaffarpur and Narkatiaganj Loco-sheds on N.E. Railway.] (165)

"That the demand under the Head Repairs and maintenance of Carriages and Wagons be reduced by Rs. 100."

[Bad condition of Muzaffarpur-Delhi coach attached to Assam Mail.] (166)

"That the demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."

[Bad condition of passenger trains at Narkatia-Muzaffarpur and Raxaul stations of N.E. Railway.] (167)

"That the demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."

[Lack of light arrangements in second class compartments and bad condition of fans in trains.] (168)

"That the demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."

[Non-attendance of Complaints regarding lights and fans in second class compartments of trains.] (169)

"That the demand under the Head Operating Expenses-Traffic be reduced by Rs. 100."

[Need to attach a diesel or electric engine to Son Bhadra Express running between Delhi and Patna throughout.] (170).

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to open a high school for the children of employees posted at Muzaffarpur junction on N.E. Railway.] (201)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to open a railway junior high school for the children of employees posted at Matihari junction on N.E. Railway.] (202)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to open a railway college for the children of employees posted at Narkatiaganj junction on N.E. Railway.] (203)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to revise the pay scales and provide uniforms and other facilities to employees working in railway canteens.] (204)

"That the demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to carry out repairs and renovation of quarters allotted to employees at Mehshi, Chakia and Motihari.] (205)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

[Inferior quality of food served in railway canteens and running trains.] (206)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to check increasing cases of dacoities, looting and murders in trains.] (207)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Increasing deterioration in the catering services.] (208)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Failure to check malpractices in Railway Protection Force.] (209)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to infuse a sense of service in the Railway Protection Force and make them more responsible for national property.] (210)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to improve the service conditions of personnel of Railway Protection Force.] (212)

"That the demand under the Head Provident Fund, Pension and Other Retirement Benefits be reduced by Rs. 100."]

[Need to revise pay scales and allowances and extend more facilities to railway employees keeping in view the rising prices.] (213)

"That the demand under the Head Assets—Acquisition, Construction & Replacement be reduced by Rs. 100."

[Need to construct a broad gauge line from Muzaffarpur to Rexaul on N. E. Railway.] (214)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a branch line from Hajipur to Sugauli on N.E. Railway via Lalganj, Sahebganj, Kesaria and Areraj.] (215)

"That the demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to make Railway Protection Force more effective.] (211)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a new line from Motihari to Siwan.] (216)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a shed for passengers at Mehshi station on N. E. Railway.] (217)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to expand the passenger shed at Chakia station on N. E. Railway.] (218)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Inordinate delay in construction of shed for passengers at Muzaffarpur junction on N. E. Railway.] (219)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a shed on the narrow gauge side of Muzaffarpur junction on N. E. Railway.] (220)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Lack of all passenger amenities on narrow gauge side of Muzaffarpur station on N. E. Railway.] (221)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to expand the shed constructed at Sugauli junction on N. E. Railway.] (222)

SHRI R. P. DAS (Krishnagar): I beg to move:

"That that demand under the Head Railway Board be reduced to Re. 1".

[Failure to extend the pensionary benefits at enhanced rates according to the liberalised pension scheme to those employees who were in service before 31st March, 1979.] (307)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to speed up the absorption of the casual labourers of all categories in regular service.] (308)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to accord priority to suburban and local trains over the ordinary goods trains in the matter of running them during the peak hours.] (309)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to absorb the assistant booking clerk who were allured in the service by the Eastern Railway authorities during the last railway general strike.] (310)

"That the demand under the Head Railway Board be reduced to Re. 1".

[Failure to recognise the labour and other staff unions on the basis of secret ballot.] (311)

"That the demand under the Head Railway Board be reduced by Rs.

[Failure to abolish the Railway Board.] (312)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide wholesome food at reasonable prices in the long distance trains, particularly in the second class and do away with the mixed diet.] (313)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to post a catering Inspector in all the important long distance trains whose whole duty would be to ensure good quality of food and efficient service.] (314)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to implement the recommendations made by different Committees set up at the instance of the Union Government in regard to feasibility of introducing circular railway in Calcutta.] (315)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to set up the work of Calcutta Metro on a war footing and make funds available without much hindrance to its local authority.] (316)

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to check reselling of suburban tickets within the premise of Krishnanagar, Ranaghat, Kanchrapara and many other stations.] (317)

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Shri R. P. Das]

[Need to adopt effective measures to stop wagon breaking between Dhubulia and Plassey.] (318)

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to identify the R.P.F. personnel who are directly of indirectly involved in connivance with Drivers and Guards and other station staff in opening the wagons in full public view, particularly at Muragachha and Plassey stations under Sealdah Division almost regularly.] (319)

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to make the vigilance organisation at Sealdah Division more effective.] (320)

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to open a R.P.F. post at Muragachha station under an efficient officer with a view to stopping wagon looting along the section.] (321)

"That the demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to ensure safety and security of passengers while travelling in train against robberies and snatching.] (322)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to extend Lalgola-Ranaghat passenger train upto Sealdah.] (323)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to make Lalgola fast passenger train run on time by providing diesel engine should be used.] (324)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to introduce a super fast train on the Sealdah Lalgola route which may cover the distance in 4 hours.] (325)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to make adequate arrangements for sale of tickets by opening additional booking counters at Krishnanagar City Jn. under Sealdah Division.] (326)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to run express goods trains for carrying foodgrains and essential commodities direct to destinations.] (327)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to run a shuttle between Ranaghat and Behrampur in the early morning.] (328)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to attach an additional second class sleeper coach at Behrampur Court Station to the Midnight Dn. Lalgola Passenger bound for Sealdah.] (329)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to raise the Dn. Platform at Muragachha Debagram and Plassey under Sealdah Division.] (330)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to provide more sanitary facilities at Krishnanagar, Ranaghat and Kanchrapara stations.] (331)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to reintroduce the Lalgola Express from Sealdah to Lalgola.] (332)

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to provide one more local train from Ranaghat to Lalgola.] (333)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to provide adequate number of coaches in all the trains between Lalgola and Sealdah.] (334)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to make provision for two more additional trains from Krishnanagar one in the morning and the other in afternoon.] (335)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Failure of the remote control system which is one the reasons for late running of trains in the Sealdah Division.] (336)

"That the demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to reintroduce the old system of running the short distance passenger trains by scraping the remote control system.] (337)

"That the demand under the Head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to make provision for high schools for railway employees in most of the important junction stations like Naihati, Ranaghat, Katwa, Burdwan, Bandel.] (338)

"That the demand under the Head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to provide adequate funds for the upliftment of cultural life in railway colonies.] (339)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert Ranaghat-Lalgola single line into double line as per resolution unanimously adopted by the West Bengal Assembly.] (340)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert Bahadurpur, Sonadanga and Bhabta into block-signal stations under Sealdah Division to avoid late running of trains in Lalgola-Ranaghat Section.] (341)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to extend electrification upto Lalgola station.] (342)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take up the incomplete part of electrification of the Ranaghat-Gede section.] (343)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide additional terminal facilities in Ranaghat Jn. station under Sealdah Division causing end-

[Shri R. P. Das]

less difficulties in receiving trains particularly from the single track line.] (344)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert Santipur-Krishnanagar-Nabadwip narrow gauge line into broad gauge one.] (345)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take up the engineering-cum-traffic survey for construction of a new broad gauge line from Krishnagar Jn. to Shikarpur via Karimpur along the existing out agency route under Eastern Railway.] (346)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take up sections so far left out under Sealdah Division for electrification.] (347)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take up the construction work of the Road overbridge at Berhampore on NH 34 where the earth work has already been completed under Sealdah Division.] (348)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide a second foot-over-bridge at Krishnanagar City Junction to connect the three up and down platforms which is a long felt necessity particularly during peak hours.] (349)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide a new level crossing near Kms. 97/3 on Lalgola section between Badkulla and Krishna-

nagar City Junction under Sealdah Division.] (350)

SHRI SUSHIL BHATTACHARYA (Burdwan): I beg to move:

"That the demand under the head Railway Board be reduced to Re.1."

[Failure to check rail accidents causing loss of life and property to the people.] (351)

"That the demand under the head Railway Board be reduced to Re.1."

[Failure to comply with the resolution of I. L.O. convention to which India is a party regarding working hours of Loco running staff.] (352)

"That the demand under the head Railway Board be reduced to Re.1."

[Failure to extend the policy of freight equalisation for iron, steel and coal to other basic raw materials for industries.] (353)

"That the demand under the head Railway Board be reduced to Re.1."

[Failure to extend broadgauge railway line from Tarkeswar to Jamalpur.] (354)

"That the demand under the head Railway Board be reduced to Re.1."

[Failure to abolish Railway Board.] (355)

"That the demand under the head Railway Board be reduced to Re.1."

[Failure to operate Indian Railways more as a public utility service than on commercial basis.] (356)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to increase the frequency of suburban trains from Burdwan to Howrah.] (357)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to improve security arrangement in all mail, express and passenger trains.] (358)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct Jagannath Bridge in Ranigunj which was sanctioned in 1981-82 works programme] (359)

"That the demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to extend Ranigunj station Platforms.] (360)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide more quarters for the Railway employees.] (361)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to increase reserved berths in 2nd class in all mail and express trains.] (362)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to protect the services of commercial clerks working in Burdwan-Katwa and Ahmedpur-Katwa line for a long time.] (363)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to improve the quality of food and tea supplied in Kalka Mail and A.C. Express.] (364)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to widen and raise the height of railway subways in Asansol.] (365)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to widen and raise the height of Railway subway on the northern side of Bhedia, Eastern Railway.] (366)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide diesel engines and coaches on Bankura-Damodar line.] (367)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide passenger shed in Nimj and Bagila on Eastern Railway] (368)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to run more passenger trains between Burdwan and Asansol (Eastern Railway)] (369)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct an over-bridge in Kakan between AK-BK line and Bandel-Katwa line] (370)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide broad-gauge in Burdwan-Katwa and Ahmedpur-Katwa Line.] (371)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide more diesel engines and coaches on Burdwan-Katwa and Ahmedpur-Katwa line.] (372)

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Shri Sushil Bhattacharya]

[Need to provide double line between Bandel and Katwa on Eastern Railway.] (373)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to electrify the railway line between Bandel and Katwa on Eastern Railway.] (374)

SHRI HANNAN MOLLAH (Uluberia): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for abolishing the Railway Board.] (375)

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide facilities to the catering and other staff of sleeping berths in long distance trains.] (376)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to recognise the labour unions on the basis of secret ballot.] (377)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for workers' participation in the management of railways.] (378)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to eradicate malpractices in the railways.] (379)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to check accidents which are increasing everyday causing loss of life and property.] (380)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate and independent catering facilities in all long distance trains and stations.] (381)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide safety and security to passengers from accidents and dacoities.] (382)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate number of wagons and rakes for carrying essential commodities and inputs for industries, specially for West Bengal.] (383)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run all trains on scheduled time.] (384)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Rajdhani Express, Kalka—Howrah Mail and Deluxe trains on time.] (385)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run all the passenger trains in Howrah-Kharagpur, Howrah-Bandau, Sealdah-Bongaigoan, Sealdah-Krishnanagar section on time.] (386)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide departmental catering in all long distance trains.] (387)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the employees of Fatehpur-Islampur light railway in Indian Railways.] (388)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase compartments and coaches in local trains on Eastern and South Eastern Railways.] (389)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to keep the trains and lavatories clean.] (390)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more security force to prevent increasing dacoities in trains.] (391)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train between Howrah-Purulia-Howrah daily.] (392)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train between New Delhi-New Jalpaiguri-New Delhi.] (393)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a direct fast train between Howrah-Bangalore-Howrah.] (394)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the number of EMU local train between Howrah-Kharagpur-Howrah.] (395)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce more local trains between Howrah-Katwa-Howrah.] (396)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a daily fast train between Howrah-Behrampur-Howrah.] (397)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve railway catering in general and ensure cleanness everywhere.] (398)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a doctor and essential medicines in every long distance train.] (399)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more vigilance to check chain pulling in trains which has become a regular feature.] (400)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to curtail unnecessary expenses to effect economy in the railway.] (401)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start the construction work of Calcutta circular rail immediately.] (402)

[Shri Hannan Mollah]

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the work of metro rail of Calcutta to complete the work by 1985.] (403)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain properly passenger facilities like lights, fans and seats in this local trains of Sealdah section.] (404)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a fair system of reservation of berths and sale of tickets to genuine passengers.] (405)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to prevent black-marketing of railway tickets and reservation.] (406)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to enquire into the complaints and malpractices in reservation and punish the culprits.] (407)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure availability of tickets of Rajdhani Express to genuine passengers and to check black-marketing of Rajdhani Express tickets in the open pan shops outside Delhi reservation office.] (408)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post a gateman at every level crossing of the Railways.] (409)

"That the demand under the Head 'Assets—Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need to construct new double line between Howrah and Champardanga.] (509)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to maintain regular services in Sealdah Division.] (510)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to maintain regular services in Sealdah Division.] (510)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement', be reduced by Rs. 100."

[Need to construct double line in Ranaghat Lalgola section of Sealdah Division.] (511)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to electrify the Ranaghat-Gede section of Sealdah Division.] (512)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to electrify Ranghat—Bangaon section of Sealdah Division.] (513)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct double line between Barnipur and Diamond Harbour.] (514)

"That the Demand under the Head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to Construct double line between Barnipur and Laxmikantapur.] (515)

"That the Demand under the Head 'Assets—Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need to start construction of railway lines between Budge and Nankhana.] (516)

"That the Demand under the Head 'Assets—Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need to construct railway double line between Sonarpur and Canning.] (517)

"That the Demand under the Head 'Assets—Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need to introduce local train service between Mecheda and Sealdah.] (519)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to undertake a survey for a rail line between Uliberia and Gadiara.] (559)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to undertake a survey for a rail line between Bagnan and Shyampur.] (560)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to undertake a survey for a rail line between Bankura Mejhila.] (561)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to develop the loco-engines according to the needs of modern age.] (562)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to modernise the diesel loco periodical over-hauling units at Siliguri.] (563)

"That the Demand under the Head 'Assets—Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need to construct new railway line between Canning and Golabari.] (518)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced by Rs. 100."

[Need to undertake surveys for new railway lines in Tripura.] (564)

"That the Demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to take proper action against pilferage of railway assets and property like coal iron, sleeper, window glass, bulbs and fans etc.] (565)

"That the Demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to protect railway properties and to check thefts of over-head lines.] (566)

"That the Demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to withdraw the increase in railway fares and freight.] (567)

"That the Demand under the Head General Superintendence and Services be reduced by Rs. 100."

[Need to provide concessional freight rate for carrying bottle leaves.] (568)

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to provide better and hygienic food in railway canteens and running trains.] (569)

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Shri Hannan Mollah]

[Increasing deterioration in the catering services specially in the Eastern and South Eastern Railways.] (570)

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to prevent increasing collusion between anti-social elements, dacoits and railway protection force.] (571)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to complete Gohati Dhemanagar double line.] (572)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct new platform sheds at both the platforms of Chenga station on S.E. Railway.] (573)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct one level crossing at Kalabgan on the Western side of Chenga station.] (574)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct two more new sheds on the Down and UP platforms of Chenga station.] (575)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a new booking office at the eastern end of the Chenga station.] (576)

"That the Demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."

[Need to metal the road from eastern end of Chenga level crossing over Goveriganga canal.] (577)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a wide-bridge over Goveriganga canal on the northern side of the railway.] (578)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a new flag-station at Chackari between Chenga and Bauria station of Kharagpur Division.] (579)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct an extension of over-bridge at Bauria station at the northern side of the existing overbridge.] (580)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a level crossing at the immediate western end of Nalpur station at Nalpur Bazar.] (581)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a fly-over at the level crossing at Western end of the Maurigram station.] (582)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a terminal point at Bagnan station.] (583)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct separate terminal platform for South Eastern Railway at Howrah station.] (584)
Replacement be reduced by Rs. 100."

Assets Acquisition, Construction and
That the Demand under the Head

[Need to complete the construction of Howrah-Amta broadgauge line in 1983.] (585)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to complete station platform, on Howrah-Amta line.] (586)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to supply requisite materials, for completion of work on Howrah-Amta line.] (587)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to supply adequate quantity of cement for completion of construction work on Howrah-Amta line.] (588)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to complete construction of Howrah-Bargachia-Siakhal Railway line.] (589)

"That the Demand under the Head Assets Acquisition Construction and Replacement be reduced by Rs. 100."

[Need to open the Howrah-Amta-Siakhal railway line for use in time.] (590)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for a survey for new railway line between Sainthia to Karimpur via Kandi, Bahrapur and Jalangi.] (627)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a new pair of trains between Bandel and Farakka in Howrah Division.] (628)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a fast train in addition to Darjeeling Mail between New Jalpaiguri and Sealdah.] (629)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for electrification of the railway lines between Krishnanagar and Lalgola and the line between Bandel and Farakka.] (630)

"That the Demand under the Head Assets Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to extend the railway line from Lalgola to Jangipur in Sealdah Division.] (631)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a new connecting railway line between Ziagunge and Ajimgunge.] (632)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to modernise the loco-shed at Ajimgunge in Howrah Division which is in very bad shape.] (633)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct double line between Ranaghat and Bongaon station in Sealdah Division.] (634)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to ease the bottleneck at Ranaghat station by constructing two additional platforms parallel to platform No. 3] (635)

[Shri Hannan Mollah]

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to restore Domohani-Chengrapandha railway service and extend it upto Mekhligunge.] (636)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct double line between Krishnanagar and Lalgola in Sealdah Division.] (637)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct double line between Bandel and Farakka in Howrah Division.] (638)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run all passenger trains on time in Howrah-Kharagpur section, Howrah-Bandel section, Howrah-Bardhaman section, Howrah-Tarkeswar section, Sealdah Bangaon section, Sealdah-Krishna Nagar, section for the benefit of the commuters.] (903)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a double railway line between Gāuhāti and Dharmanagar in Tripura.] (904)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct new platform sheds at both the platforms of Chengail station of Kharagpur division in S.E. Railway immediately.] (905)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct one level crossing at Kalabagan on the western

side of Chengail station Kharagpur division.] (906)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to complete the construction of new platform shed immediately on down and up platforms of Chengail station in Kharagpur division.] (907)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct and open immediately one new booking office at the eastern end of Chengail station in Kharagpur division.] (908)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to metalise the road from eastern end of Chengail station to the level crossing near Gouriganga canal in Kharagpur division.] (909)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a wide-bridge over Gouriganga Canal on the northern side of the Railway in Kharagpur division.] (922)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a new flag station or halt station at Chackasi between Chengail and Bauria station in Kharagpur Sealdah division.] (923)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct double line between Baruipur and Diamond Harbour of Sealdah division.] (924)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct double line between Baruiapur and Laxmikanthapur section of Sealdah division.] (925)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to start construction of new railway lines between Budge-Budge and Namkhana sections of Sealdah division.] (926)

PROF. AJIT KUMAR MEHTA
 (Samastipur): I beg to move:

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to maintain cleanliness in toilets at railway platforms.] (441)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to electrify railway lines of N.E. Railway.] (442)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to dieselise important trains of N.E. Railway.] (443)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to desist from Cancelling local trains on the pretext of shortage of coal.] (444)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct railway bridge over Ganga at Patna.] (445)

"That the Demand under the Head 'Railway Board' be reduced by Rs 100."

[Need to improve quality of food served in express trains at Aligarh.] (446)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop GRP personnel from occupying first class coaches in general and Janaki Express and Samastipur Danapur Express in particular.] (447)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop swarming of vendors inside first class and A.C. coaches at Mughal Sarai junction.] (448)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to prevent local daily passengers from swarming up into compartments reserved for long distance genuine passengers in express trains between Delhi and Aligarh.] (449)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend Maurya Express upto Ranchi.] (450)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend Patna Hatia Express upto Samastipur.] (451)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to prevent daily passengers in Jayanti Janata Express at Patna from swarming up in reserved berths causing inconvenience to long distance passengers.] (452)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to redesignate Samastipur Darapur Express as passenger train as it stops at almost every station.] (453)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce one more express train between Muzaffarpur and Howrah.] (454)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to check ticketless travelling in most of the trains of N.E. Railway.] (455)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Prof. Ajit Kumar Mehta]

[Need to extend Sonbhadra Express upto Samastipur once a week.] (456)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce daily service of Jayanti Janta Express between Muzaffarpur and Delhi. (457)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce daily service between Delhi and Samastipur via Barabanki.] (458)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend Kanpur Barauni railway line to Delhi.] (459)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide better maintained coaches in Janki Express on N. E. Railway]. (460)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to double the broad gauge track between Patna and Gaya.] (461)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce direct train service between Mazaffarpur and Ranchi.] (462)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to attach few bogies of Hatia Howrah passenger train at Adra in Tatanagar Muzaffarpur Ex-

press train and vice versa to establish direct train connection between Muzaffarpur and Ranchi twice a week.] (463)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce workers participation in management for better and efficient operation.] (464)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity of restoring operation jurisdiction of DRM Office, Samastipur over broad gauge line as before.] (465)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity of taking up conversion of Samastipur-Darbhanga railway line into broad gauge line immediately.] (466)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity of abolishing the Railway Board.] (467)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce direct train between Samastipur and Ranchi as per popular demand.] (1124)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to attach two bogies in Tatanagar Muzaffarpur Express detached from Hatia-Howrah passenger twice a week and vice versa in order to provide service connection between Ranchi and Muzaffarpur.] (1125)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a direct train link between Samastipur in North Bihar and Ranchi in South Bihar.] (1373)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to attach two bogies of Howrah bound Hatia-Howrah passenger train to Muzaffarpur bound Tata Muzaffarpur express at Adra Junction and vice versa.] (1374)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a stoppage of Up and Dn Pashupati Express at Narhan station of N. E. Railway.] (1375)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide one more Up and Dn passenger train during day time between Darbhanga and Jaynagar.] (1376)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a direct train link between North and South Bihar by extending Hatia-Patna Express to Samastipur and Maurya Express to Ranch.] (1377)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to do away with the passenger tax being charged as additional fare on a 45 km. stretch (Rajindra Setu) of Ganga Bridge at Barauni.] (1420)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reconsider the decision of running Samastipur Railway factory only for repair work and to discontinue production of wagons.] (1421)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to re-transfer Dalsingh Sarai, Ujjarpur Nazirganj and Sathajagat stations from Sonpur Division to Samastipur Division.] (1422)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to shift the bridge between Platforms from its present place to the central place at Dalsingh Sarai railway station on the North-Eastern Railway to facilitate passenger traffic and to avoid accidents.] (1423)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to instal a diesel generating set for supply of power at Dalsingh Sarai station on the North Eastern Railway.] (1424)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run an Up passenger train between 7 A.M. to 9 A.M. and a Dn. Train between 4 P.M. to 5 P.M. between Barauni and Samastipur on Eastern Railway.] (1425)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to convert Danapur Samastipur Express into a passenger train and to reduce the fare accordingly.] (1426)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Prof Ajit Kumar Mehta]

[Need to do away with excess charges on goods crossing over Rajendra Setu, Barauni Junction on N.E. Railway.] (1438)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to convert the Samastipur-Danapur Express as Samastipur-Danapur Fast Passenger.] (1486)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run an express train daily between Samastipur and Patna for the convenience of long distance passengers of North Bihar.] (1487)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend the Hatia-Patna Express upto Samastipur for linking North Bihar with the State capital.] (1488)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to redesignate Danapur Express as Samastipur-Danapur passenger retaining the present stoppages.] (1489)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide stoppage of Pashupati Express at Ujiyarpur station on N.E. Railway.] (1490)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for joint inspection by a team consisting of Members of Parliament and Officers of Railways and Ministry of Energy of coal pit heads for better coordination of supply of coal to the railways.] (1491)

SHRI SUDHIR GIRI (Contai):

That the Demand under the Head Railway Board be reduced to Re. 1.

[Enhancement of freight and fares to the detriment of common people's interest.] (726)

That the Demand under the Head Railway Board be reduced to Re. 1.

[Retrenchment of employees who participated in trade union activities.] (727)

That the Demand under the Head General Superintendence and Services be reduced by Rs. 100.

[Need to provide suitable amenities to passengers.] (734).

That the Demand under the Head General Superintendence and services be reduced by Rs. 100.

[Need to construct rest house at Mechada station on S.E. Railway.] (735)

That the Demand under the Head General Superintendence and Services be reduced by Rs. 100.

"Need to run the trains on time." (736)

That the Demand under the Head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100.

[Need to construct new rail line between Tamluk and Digba in Midnapore, West Bengal.] (747).

SHRI RAMAVATAR SHASTRI (Patna): I beg to move:

"That the demand under the head 'Railway Board be reduced to Re. 1."

[Failure to implement section 3(3) of the Official Languages Act, 1963 fully in all Railway zones.] (805)

"That the demand under the head 'Railway Board be reduced to Re. 1."

[Failure to implement the programme prescribed by the Department of Official Languages, Ministry of Home Affairs, in all the Railways.] (806)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to allot houses or provide house rent allowance to all the Railway employees.] (807)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to adopt a uniform policy in regard to transfer and postings in Railways.] (808)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to improve the pitiable sanitary condition in Railways.] (809)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to allow participation of employees at all levels of Railway management.] (810)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to increase the number of trains in proportion to the increase in population.] (811)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to allocate more funds by Planning Commission and Ministry of Finance for the Extension of railway services.] (812)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to exclude railways from the purview of Essential Services Maintenance Act.] (813)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Victimisation of railway workers under National Security Act despite promises given in the House.] (814)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Need to do away with the policy of burdening the passengers by increasing railway fares and freights.] (815)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Victimisation of Railway workers for trade union activities.] (816)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to grant need-based pay scales to Railway employees.] (817)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to spread a net of railway lines in the backward areas of the country.] (818)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to declare Railways as an industry.] (819)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to give compensation of rupees one lakh to the families of the deceased persons involved in rail accidents as is given to the families of the deceased persons involved in air crashes.] (820)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Failure to absorb loco mechanical employees and drivers in case of non-operation of steam engines.] (821)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Need for electrification or dieselisation of high speed trains.] (822)

"That the demand under the head 'Railway Board be reduced to Re. 1.'"

[Need for change of bureaucratic attitude of officers of Railway Board and other Officers.] (823)

[Shri Ramavatar Shastri]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to replace railway carriages and locomotive engines which have become useless due to wear and tear.] (824)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to replace railway lines which have outlived their lives.] (825)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to annul the action taken against loco running employees punished during 1980-81 and reinstate them in railway service.] (826)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to check violation of safety rules by Railway Board.] (827)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to take the cooperation of various railway workers unions to check rail accidents.] (828)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Need to hold concerned officers of Railway Board as also General and Divisional Railway Managers responsible for rail accidents, late running of trains, rail dacoities and thefts and also wastage of funds.] (829)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to implement the agreement reached with All India Loco Running Staff Association.] (830)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to convert metre gauge lines into broad gauge lines in the country.] (831)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to abolish Railway Board and run the railway administration on democratic basis.] (874)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to check malpractices, theft and extravagance in railways.] (875)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to introduce the system of giving promotions and emoluments on the basis of quality and quantum of work done.] (876)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to regularise casual labourers.] (877)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to confirm substitute workers.] (878)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to run the trains in time.] (879)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to recruit persons belonging to Scheduled Castes and Scheduled Tribes in Indian Railways in accordance with the quota of reservation for them.] (880)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the increasing incidents of dacoities in railways.] (881)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to withdraw the proposal for increasing railway fares.] (882)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to provide necessary amenities to rail passengers.] (883)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to implement safety rules.] (884)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to give minimum bonus at the rate of 8.33 per cent to railway employees without any condition.] (885)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to fully implement the policy regarding extending the service tenure of retired officers and staff.] (886)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

* [Failure to accept the demand of revision of pay scales, dearness allowance and other demands of railway employees.] (887)

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to give pay and other allowances to railway employees at par with workers of public undertakings.] (888)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to abolish contract system in railways.] (889)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to check malpractices prevalent in reservation in railway.] (890)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to accept the demands of gangmen in railways, who are most neglected and exploited per-

sons, with a view to improving their condition.] (891)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to associate local M.Ps with all development work of railway.] (892)

"That the demand under the head [Failure to introduce departmental

[Failure to introduce departmental catering arrangement in railways by abolishing contract catering arrangement.] (893)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to cancel victimisation of Railway employees for taking part in All India General Strike of 19 January, 1982.] (894)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to reduce duty hours of Loco running employees.] (895)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to improve the quality of food snacks, and tea served in trains.] (896)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to start the construction work of rail bridge on river Ganga near Sadakat Ashram, Digha in Patna despite recommendation made by experts.] (897)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to set up a zonal railway office in Bihar.] (898)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to give up the tendency of punishing railway employees without any reason.] (899)

[Shri Ramavatar Shastri]

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to recognise Indian Railway Workers Federation.] (900)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to recognise All India Railway Employees Federation.] (901)

"That the Demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to recognise All India Loco Running Staff Association.] (902)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to double the Patna-Gaya line on Eastern Railway.] (927)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Undue delay in constituting railway consultative committees, railway users Consultative committees and other railway committees.] (928)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Nndue delay in converting Arrah-Sasaram light railway into broad gauge and its commissioning.] (929)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to take over the Martin Railway.] (930)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to take over and run the Fatuha-Islampur light railway by Government.] (931)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to lift the ban on recruitment of ministerial employees in the Railways.] (932)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to grant recognition to the All India Railway Ministerial Staff Association.] (933)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Station Masters' Association.] (94)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Guards Council.] (935)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the Indian Railway Ticket Checking Staff Association.] (936)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the Indian Railway Loco Mechanical Staff Association.] (937)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Carriage and Wagon Staff Council.] (938)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise Eastern Railway Workers Union.] (939)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise N.F. Railway workers' Union.] (940)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise Eastern Railway Engineering Kamgar Union.] (941)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to remove disparity caused by grant of advance increment and employment of the sons and dependents of railway employees who remained loyal during the 1974 Railway Strike.] (942)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to withdraw cases filed against railway employees of Jhansi Division in 1974.] (943)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to accept the ten-point demands of the All India Railwaymen's Federation.] (944)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to accept the demands made at the Mughalsarai Conference of Indian Railway Workers Federation.] (945)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to accept the demands of the All India Station Masters Association submitted in 1980.] (946)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to accept the demands of the Indian Railway Signal and Telecommunications Staff Association.] (947)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the Indian Railway Signal and Telecommunications Staff Association.] (948).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to accept the four-point demands submitted by the All India Railway Employees Confederation.] (949).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to grant scales of pay to the ministerial staff in accordance with the recommendations of the Jagannath Das Committee.] (950).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide drinking water at all the stations.] (951).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to make proper arrangements for supply of drinking water in all trains.] (952).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Lack of water, light and fans in passenger trains.] (953).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Unsatisfactory sanitary conditions at railway stations.] (954).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Indiscriminate cancellation of passenger trains on the pretext of shortage of coal.] (955)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to fix reasonable charges for porters on railway stations.] (956)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to check ticketless travel in trains.] (957)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to check unauthorised travel in first class compartments in trains in Bihar.] (958)

"That the demand under the Head Railway Board be reduced by Rs. 100."

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[Need to check unauthorised travel by police personnel in first class compartments in trains in Bihar.] (959)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to abolish A.C.C. first class in trains.] (960)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to ban carrying of heavy and too much baggage in air-conditioned coaches of trains.] (961)

"That the demand under the Head Railway Board be reduced by Rs. 100".

[Need to free the ash handling workers from the bondage of contractors and to make them departmental employees.] (962)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a rail link for Dumka divisional headquarters of Santhal Paragana.] (963)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a superfast train between Patna and Howrah.] (964)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a railway college at Danapur on Eastern Railway.] (965)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the condition of teachers of railway schools.] (966)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check frequent air travel by the senior officer of Railway Board.] (967)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide fans in all railway quarters.] (968)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct rest houses in adequate number for the Inspection Staff in Zonal Headquarters, Divisional Headquarters and Workshops.] (1088)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide rest houses at all the big railway stations for train ticket examiners.] (1089)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Unsatisfactory sanitary conditions at Patna Junction station] (1090)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check entry of unauthorised persons into waiting rooms at Patna Junction station.] (1091)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check assembly of unauthorised and anti-social elements in railway canteen at Patna Junction.] (1092)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove heaps of filth in the premises of Patna Junction.] (1093)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct sheds on the platforms of Gaya line at Patna Junction.] (1094)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage for the Patna-Hatiya Express at Teriengna station.] (1095)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct shed at both the platforms of Banka Ghat station on the Eastern Railway.] (1096)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a shed on the up platform of Gulzarbagh station on the Eastern Railway.] (1097)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of platforms at Phulwari Shariff station on the Eastern Railway.] (1098)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of both the platforms of Parsa Bazar station on Patna-Gaya section of the Eastern Railway.] (1099)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct sheds at all the stations on Patna-Gaya section of Eastern Railway.] (1100)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Insanitation and broken commodes in the latrines attached to I class waiting rooms at Patna Junction.] (1101)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of both the platforms of Neora station on the Eastern Railway.] (1102)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Ranchi to Giridih via Hazaribagh.] (1103).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage for Sonebhadra Express at Danapur station on the Eastern Railway.] (1104).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide stoppage for Tinsukia Express at Danapur station on the Eastern Railway] (1105).

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run Vikramshila train daily between Bagalpur and Dlehi] (1106).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make regular payment of salaries to the employees of Fatuha-Islampur light railway] (1107).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide beds on all the trains on payment basis] (1108).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a broad gauge line from Chittranjan to Dumka] (1109).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a railway line from Deoghar to Rampur via Dumka.] (1110).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Fatuha-Islampur light railway line into broad gauge] (1111).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct shed on the platform upto R.M.S. office on Patna Junction, Eastern Railway.] (1112)

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"That the demand under the Head Railway Board be reduced by Rs. 100."

[Increase in the incidents of pick-pocketing of the passengers and theft of their goods at Patna Junction] (1113).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure of G.R.P. in checking pick-Pockets at Patna Junction] (1114).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start new 'Mica Express' from Patna to Dhanbad via Gaya and Kodarma] (1115).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the heavy administrative expenditure of Railway Board] (1116).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to avoid the delay in reimbursement of tuition fee of the children of railway employees] (1117).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide sports facilities in all railway colonies] (1118).

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Unsatisfactory lodging arrangement for the pensioners who come to receive their pension at Danapur Divisional Headquarters on Eastern Railway.] (1119)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct level crossing at Raipur Mohalla situated at eastern side of Gulzarbagh station on Eastern Railway.] (1120)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint medical specialist and lady specialist doctors in Danapur railway hospital on Eastern Railway.] (1121)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide emergency lighting facility in Danapur railway hospital on Eastern Railway.] (1122).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the system of punishing railway employees under rule 14(2).] (1123)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the accepted policy of 'one union in one industry', in Indian Railways also.] (1138)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give bonus to the personnel of Railway Protection Force.] (1139)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to change the anti-labour policy of Railway Board.] (1140)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to impelment the Official Languages Act, 1963 in all Railways.] (1141)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to enforce section 3(3) of Official Languages Act, 1963 in all railways uniformly.] (1142)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to prescribe work-load for railway employees on the basis of quota analysis.] (1143)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the Policy of equal wages for equal work.](1144)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure adequate supply of medicines to railway hospitals.](1145)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check anti-social elements in trains.](1146)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Inordinate delay in regularising the services of all workers serving in railway departmental canteens.](1147)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach pantry car to Sounbhadra Express.](1148)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line from Rajgir to Gaya, on Eastern Railway.](1149)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line from Fatuha to Gaya via Islampur on Eastern Railway.](1150)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure proper maintenance of steam engines](1151)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to connect Hazaribag with railway line in Bihar.](1152)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in solving the problems of railway employees.](1153)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the recommendations made by various Railway Accident Enquiry Committees.](1154)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to evict illegal occupants of thousands and lakhs of acres of railway land.](1155)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to purchase wagons in adequate number.](1156)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to dispose of claims of loss within a short period.](1157)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to put a end to the monopoly of book selling by Wheeler company in Indian Railways.](1158)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Irregularities in appointment of dependants of deceased railway employees on compassionate grounds.](1159)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

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[Need to electrify the railway line between Mughal Sarai and Asansol on the Eastern Railway.] (1160)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Sonbhadra Express from Patna to Delhi daily instead of three days.] (1161)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Deluxe train via Patna on four days instead of two days.] (1162)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a fast train from Patna to Bombay.] (1163)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the railway line from Patna to Gaya into double line on the Eastern Railway.] (1164)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation facility at Patna junction on Eastern Railway in the Tinsukia Mail for Delhi Bound passengers.] (1165)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce suburban trains from Patna to Gaya from Patna to Buxear and from Patna to Makameh.] (1166)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide better train services for daily commuters.] (1167)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give correct information to passengers regarding late running of trains at Patna junction station.] (1168)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give recognition to Indian Railway Signal and Telecommunication Staff Association.] (1169)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace obsolete engines and wagons immediately.] (1170)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the agreement in regard to the demands of the employees of signal and telecommunications department in the wake of 'Work to rule agitation' in 1973.] (1171)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide seats to Conductors, Guards and TTEs in running trains.] (1172)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide accommodation, medical and educational facilities to employees working on road side stations.] (1173)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide waiting rooms and cooking facilities for checking staff away from Headquarters.] (1174)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant all Gazetted and Restricted holidays to Railway employees working on lines.] (1175)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to bring loco shed employees under the purview of Industrial Disputes Act.](1176)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to gangmen.](1177)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line from Bihta station to Anugraha Narayan road station via Bikram, Palganj and Arwal on Eastern Railway.](1178)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniform to loco-mechanical staff.](1179)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a retiring room consisting of one 50-bed dormitory, 10 two-bed rooms and twenty one bed rooms at the southern side of Patna junction.](1180)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a big park near Patna Junction.](1181)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remodel Patna junction.](1182)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct an over-bridge near Karbigahis over Patna station so that people may cross from North to South and South to North.](1183)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a city booking office in Kankarbag area.](1184)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take up at an early date the construction of pucca over-bridge in Rajendra Nagar, Yarpur and Gardambag (Chikohra).](1185)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Rajendra Nagar halt into a full-fledged station.](1186)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a big railway hospital at Patna.](1187)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expand the existing railway hospital at Danapur.](1188)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reinstate 7 gangmen in service, who were suspended/removed from service in Danapur Division of Eastern Railway.](1189)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct more residential quarters for railwaymen at Danapur.](1190)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to eradicate mosquito menace and insanitation in Railway colonies at Danapur.](1191)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for remodelling of Danapur railway station.](1192)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the services of voluntary booking clerks on Eastern Railway.](1193)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need to elevate the platforms at Phulwari, Neora, Sadisipur and Kularia stations on Eastern Railway.] (1194)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post gatemen at all railway level crossing.] (1195)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new station near Parew village in east of Koilwar bridge in Danapur Division.] (1196)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a well-equipped railway station on the light Railway land lying vacant in the South of Arrah station in Danapur Division.] (1197)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to stop payment of Rs. 12 lakhs every year to the owners of Fatuha-Islampur Light Railway.] (1198)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give railway land to landless people on annual lease basis.] (1199)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to utilise Indian Railways as public utility service.] (1200)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw orders of transfer of railway employees from one division to other division and compulsory retirement from service and stop their victimisation.] (1201)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate number of schools for the children of railway employees.] (1202)

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to eradicate mosquito and other insects menace in II tier AC sleeper coaches of Deluxe, Sonbhadra, Kalka Mail, Tinsukia Mail and other fast trains.] (1203)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint adequate number of Hindi Officers, Translators, Typists and Stenographers in all the Railways to implement the Official Languages Act, 1963.] (1204)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check mal-practices and irregularities in Railway Service Commission in the matter of recruitment.] (1205)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to appoint 32 candidates out of a panel of 72 persons selected for the posts of Ticket Collectors by the Railway Service Commission, Muzaffarpur.] (1206)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms and other necessary articles to the personnel of Railway Protection Force.] (1207)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide financial assistance to such railway employees who are stagnating in their pay scales.] (1208)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the recommendations of the Sharma Commission in respect of railway doctors.] (1209)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to nationalise all private ships and Ferries operating in the Ganga.] (1272)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ban operation of private ferries within a radius of three kilometres of the areas of operation of Government ferries.] (1273)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant special pay to transhipment workers in view of their arduous duties.] (1274)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands made at the conference of marine workers of North-Eastern Railway.] (1275)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to offer employment on compassionate grounds to the sons or wives of 14 transhipment workers who died in harness.] (1276)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to cover 1054 transhipment workers under the Life Insurance Scheme.] (1277)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant allowance to T.P.Ts in Indian Railways.] (1278)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay to the dependents of transhipment workers the amount in their Provident Fund in the event of their death.] (1279)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement already accepted demands of the workers of transhipment shed, Gadghara.] (1280)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay allowance to the transhipment workers as recommended by the R. B. Lal Committee.] (1281)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to restore the right of All India Railway Employees Confederation to be called twice a year by the Railway Board to discuss the demands of workers.] (1282)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant to all the unions in the railways the right for holding negotiations with the railway officers.] (1283)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make provision for secret ballot to decide the recognition to unions in Indian Railways.] (1284)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to consult the unrecognised federations, associations and unions and to accept memoranda from them.] (1285)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to restore the cut in issue of uniforms to marine staff.] (1286)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for improving the condition of accommodation for marine staff at Mokama Ghat, Barari Ghat and Mahendra Ghat.] (1287)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to supply accessories for the repair of engines.] (1288)

[Shri Ramavatar Shastri]

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Baunsi to Mandar Hill in Santhar Pargana of Bihar.] (1289)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a broad gauge line from Jasidih to Deoghar in Bihar.] (1290).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide cold water during summer at Patna junction.] (1291).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to concede the demands of Bihar Daily Passengers' Association] (1292).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to invite the local Members of Parliament to participate in the meetings between Bihar Passengers' Association and D.R.M.] (1293).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a departmental canteen at Danapur station of Eastern Railway.] (1294).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace private catering by departmental catering at Katihar station on N.F. Railway.] (1295).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for conceding the demands of coal and ash handling workers and doing away with the contrary system.] (1296).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with inspection coaches.] (1297).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to solve labour problems through frequent consultations with the Federations, Associations and Unions functioning in Railways.] (1298).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices and irregularities in allotment of railway wagons. (1299).]

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the use of railway wagons as godowns.] (130)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to allot the railway institute buildings or halls to unrecognised railway unions for holding their meetings or conferences.] (1301).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to end the monopoly in catering in Kaithar.] (1302).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the entry of unauthorised persons into the reserved compartments.] (1303).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in conversion of Barauni-Bongaigaon metre gauge line into broad gauge.] (1304).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Delay in conversion of Barauni Kaithar metre-gauge line into broad gauge.] (1305).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check theft of coal from trains.] (1306)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Lack of water, electricity and fans in trains running on Patna-Gaya line of Eastern Railway.] (1307).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to treat checking staff as running staff]. (1308).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Late running of trains on Patna-Gaya line to the extent of eight hour]. (1309).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Late running of Deluxe, Tinsukia Mail, Sonebhadra Express, Vikramshila Express, Jayanti Janta Express Kalka Mail, II Up and 12 Dn trains.] (1310).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of Platforms and extend the sheds at Parsabazar, Pothahi, Nadwan and Nadaul stations on Patna Gaya line of Eastern Railway]. (1311).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant protection to Station Masters and Travelling Ticket Examiners.] (1312).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of All India Shunting-Cabin and Traffic staff Association.] (1313).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise the All India Shunting-Cabin and Traffic Staff Association] (1314).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run the Jayanti Janta Express between Sonepur and Delhi every day.] (1315).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take action against officers who harass gangman.] (1316).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of workers of departmental canteens.] (1317).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant minimum of three promotions to railway employees during their service.] (1318).

[Shri Ramavatar Shastri]

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to adopt a time-bound promotion policy for railway employees.] (1319).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make timely payment of pension to railway employees.] (1320).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the ban on recruitment of railway personnel.] (1321)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make payment of full pension to the wives and dependants of deceased railway pensioners.] (1322).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give priority in employment to the dependants of retired railway employees.] (1323).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the Ranchi Lohardagga and Suri-Purulia light railway line into broad gauge.] (1324).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway factory in Patna.] (1325).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fill vacant posts in the Railways.] (1326).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the working of control system.] (1327).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure in giving correct information about the late running of trains by Danapur Mokama and Jamalpur Control offices.] (1328).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make timely payment of travelling allowance and overtime allowance to railway employees.] (1329).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post experienced staff in the railway control offices as per past practice.] (1330).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the strength of employees in the Reservation office at Patna junction.] (1331).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint adequate number of employees at the enquiry office at Patna junction.] (1332).

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Acceptance of directives and conditions laid down by I.M.F.] (1344).

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the decisions taken in the meetings of Consultative Committee of Railways.] (1345).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a level crossing at village Daulatpur on Eastern Railway.] (1364).

[Rude behaviour of Railway Officers towards M.Ps and M.L.As:] (1357).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check the menace of pick-pocketing at Patna junction on Eastern Railway.] (1365).

[Letters written in Hindi being replied in English by the Minister of Railways and his P.A.] (1358).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Collusion of railway police with the pick-pockets at Patna junction on Eastern Railway.] (1366)

[Need to revise dearness allowance formula and merge it with basic pay.] (1459).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to curb the practice of charging money by the railway police from the vendors of vegetable and other items at the railway foot path at Mithapur level crossing, Patna on Eastern Railway.] (1367).

[Failure to implement the policy of time scale promotion for railway employees.] (1360)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant the right of bilateral talks to All India Railway Employees Confederation as was available to them before.] (1361)

[Need to abolish the system of charging tax from the owners of cars, jeeps and scooters who take their vehicles into the compound of Patna junction on Eastern Railway.] (1368).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to cover 5336 engineering workers of Eastern Railway under central pay scales.] (1362)

[Need to provide a halt or flag station in front of Bihar Vidhan Sabha keeping in view the convenience of thousands of employees of Patna Secretariat.] (1369).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of railway vendors.] (1363)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Insanitary conditions near the booking office for Gaya at Patna junction.] (1370)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check incidents of dacoities and lootings in railway trains on Patna-Gaya line of Eastern Railway.] (1371)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure of G.R.P. officers at Patna junction to reply to the letters written by Members of Parliament.] (1372)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide free railway travel facility for Bharat Darshan to freedom fighters.] (1427)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to invite local M.Ps also at the periodical meetings of railway officers with the representatives of passengers' associations.] (1428)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include local M.Ps in the Divisional Railway Users' Consultative Committees.] (1429)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include local M.Ps in the national, zonal and Divisional Railway Users' Consultative Committees.] (1430)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for immediate posting of the project workers of the railway engineering department.] (1431)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the contract labour system in the engineering department of the railway and to provide jobs to

the casual labourers who are continuing in this position for several years.] (1432)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the employees working in the track depot of Danapur Division of Eastern Railway.] (1433).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to supply immediately rain coats and woollen jerseys to Khalasis of Railway Engineering Department.] (1434)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the employees of construction department of the railways.] (1435)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay immediately the arrears of R.L.T. 1969 to engineering workers of Danapur Division.] (1436)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to insure C.P.C. scale to engineering workers and to provide more avenues of promotion to them.] (1437)

SHRI M. M. LAWRENCE (Idukki):
I beg to move:

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in providing first aid facilities in the kitchen pantry cars.] (1234)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in extending medical benefits to the commission bearers and vendors who are working on equal footing as permanent workers in the trains.] (1235)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in providing woollen uniforms to catering staff of Southern Railway.] (1236)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in providing rest rooms to catering staff at the stations.] (1237)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in providing quarters to catering staff.] (1238)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Attempt to revert the promoted Assistant Managers from catering staff.] (1239)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in making permanent casual workers who are working for more than one year.] (1240)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in absorbing bearers/vendors working in catering department in permanent posts.] (1241)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to run a direct train from Ahmedabad to Trivandrum.] (1264)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to construct a new railway line from Cochin in Bodinayakkannur.] (1265)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to absorb the cleaners who are working in trains under contractors.] (1266)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need for giving mileage allowance to the catering and pantry kitchen car staff.] (1267)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to introduce a direct train from Rourkela to Trivandrum.] (1268)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to give sleeping berths facility to the catering staff in the Cochin-Nizamuddin Jayanti Janata, K. K. Express and other long distance trains.] (1269)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to reduce working time to 8 hours for loco-running staff.] (1270)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to convert Quilon-Madras narrow gauge into broad gauge.] (1271)

SHRI SAIFUDDIN CHOWDHARY (Katwa): I beg to move:

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expand railways throughout N. E. region including Assam.] (1242)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the railway goods traffic in North Eastern region.] (1243)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct flyovers on all the roads where railway lines cross.] (1244)

[Shri Saifuddin Chowdhary]

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Neelachal Express via Adra Kharagpur to Puri.] (1245)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide housing facilities to gangmen.] (1246)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to stop victimisation of loco running staff.] (1247)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line from Durgapur to Jamshedpur via Bankura.] (1248)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce double line and electrify the Malda Bandel route via Farakka, Azimganj and Katwa on Eastern Railway.] (1249)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement, be reduced by Rs. 100."

[Need to introduce double line in Bandel-Katwa section of Eastern Railway.] (1258)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement, be reduced by Rs. 100."

[Need to electrify the Bandel-Katwa section of Eastern Railway.] (1259)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement, be reduced by Rs. 100."

[Need to introduce broad gauge lines in the Burdwan-Katwa section of Eastern Railway.] (1260)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement, be reduced by Rs. 100."

[Need to introduce broad gauge line in Ahmadpur-Katwa section of Eastern Railway.] (1261)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement, be reduced by Rs. 100."

[Need to introduce circular railway in Calcutta.] (1262)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement, be reduced by Rs. 100."

[Need to expand railway facilities in Tripura.] (1263)

SHRI K. A. RAJAN (Trichur): I beg to move:

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give pay and other allowances to railway employees at par with other public undertakings.] (1400)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish contract system in railways.] (1401)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway line from Kuttipuram to Guruvayur.] (1402)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for electrification of the Trivandrum-Ernakulam railway line.] (1403)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line from Cochin to Bodi Nayanur.] (1404)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a direct train from Rourkela to Trivandrum.] (1405)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the casual workers who are in service for more than one year.] (1406)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a direct train from Ahmedabad to Trivandrum.] (1407)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide rest rooms to catering staff at all stations.] (1408)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quarters for catering staff.] (1409)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to gangmen.] (1410)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to loco mechanical staff.] (1411)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate number of wagons and rakes for carrying essential commodities to Kerala.] (1412)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run the trains on scheduled time.] (1413)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate catering facilities in all long distance trains and stations.] (1414)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide security and safety to passengers from dacoities and robberies.] (1415)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for workers' participation in the management of railways.] (1416)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check accidents which are increasing every day.] (1417)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for abolishing the Railway Board.] (1418)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise the labour unions on the basis of secret ballot.] (1419)

MR. CHAIRMAN: Motion moved:

"That this House approves the recommendations made in Paragraphs 63, 64, 67 and 70 contained in the Seventh Report of the Railway Convention Committee, 1980 appointed to review the rate of dividend payable by

[Mr. Chairman]

the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General finance, which was presented to the Parliament on 5-11-1982".

"That this House further directs that the action taken by Government on the other recommendations made in this Report should be reported to the committee."

Shri Satyasadhan Chakraborty

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): At the very outset, I would like to make certain general remarks about the Railways.

These days we hear a lot about the commercial nature of the Indian Railways. The new philosophy of the Government is that the Railway must earn a profit and out of its profit, it must invest for its expansion. How will the profit come? By raising the revenue, by decreasing the amenities to the passengers, by restricting employment, they want to increase the profit of the Railway. This is the philosophy which is propagated by the International Monetary Fund to the developing countries. This is a totally erroneous conception about the role the Railway in a developing country.

In our country, the railways cannot be run as a commercial organisation. This should be looked upon as a part of your developmental programme. There are certain services where the principles of profit do not operate. Can you run a hospital on the basis of making a profit? Can you run an educational institution on the basis of making a profit? These are part of the social service. What to speak of a socialist State, even in a welfare State, certain services are rendered to the members of the society by the State. It is only the advocates of *laissez-faire* or unrestricted competition or un-

tricted play of market forces or unrestricted play of private property, who advocate that everything should be on the basis of profit and loss. This is a wrong conception. In our country it should be how you are helping the railways or helping the developmental process of our country, how far you are helping to bring the idle resources to production, how far you are helping the mobility of the working people in our country. From that standpoint, the functioning of the railways should be looked into. I am myself a Member of the Railway Convention Committee and I am trying in my modest way to go into the working of the Railway. It has shocked me to find that the Indian Railway today is suffering from paucity of funds. The Government is demanding that the fund should come from the Railway to the General Revenue. No. It should be the other way round. For the development of the Railway, for the expansion of the Railway and for the modernisation of the Railway, the fund should go to the Railway from the General Fund.

Only a little while ago, he was supporting the Asiad. I am a sports' lover. I am not against sports. But what is this? You have allocated money for five-star hotels and for so many flowers where very few vehicles move, but you cannot allocate funds for the Railway. You will see that in this House Members belonging to all political parties demand that in their area there should be expansion of railway line. If you do not expand the railways, the traffic will be taken over by the roadways and by refusing to expand the railways you will be allowing the road transport, particularly to the private entrepreneurs, to earn super profit, which they are doing these days, by imposing higher prices for the tickets, and you will also be giving away a large part of the transportation of the goods to the private transport services which is dangerous. So, I would like to see the Railways as an organisation which

provides service to the people of the country, low cost service for the daily commuters, more amenities to the passengers and expansion of the railways for the industrialisation of our country. From my own experience, I can tell you. While visiting many States, I have found that the Chief Ministers are demanding that let the railway lines be opened and the industries would come up. In certain States we had the opportunity to meet some entrepreneurs who were urging upon us that if the Railways construct new lines, they will be encouraged to construct new companies new enterprises to harness the resources of our country. I would again emphasise that unfortunately because of the wrong philosophy propagated by the international financial institutions managed by the imperialist countries, our Government is pursuing a totally wrong policy and thereby trying to restrict the movement of the passengers by railways trying to restrict the expansion of the Railways and there is an important lobby in our country which says that the Railways should be only the bulk carriers, the rest should be given to road transport. This is a dangerous philosophy. From our own experience as Members of the Committee, we have seen that in various States, new railway lines should be constructed. The question is where the money will come from? The Railways are already suffering from lack of funds, and desperately our Railway Minister is imposing more and more burdens on the common people to meet the situation. I think this is a very destructive line. If the State is a Welfare State, you cannot impose more and more burden on the travelling public and the daily commuters by increasing the rate of season tickets, by taking away some of the facilities which they have been enjoying. I would, therefore, ask the Government to reverse the policy and see, as a part of social service, as a part of industrial and economic development a portion of the burden is borne by the Government and it has to find

revenues for the Railways. On the part of the Railways, they should also try to economise. How? Well, you are imposing your burden on the people but do you know, Mr. Minister, how the people, how the business houses are cheating the Railways? You do not know. Cheating is everywhere. Do you know that the wagons are overloaded? But the railway is carrying. Because of this corruption, because of the cheating by the business houses, the Railways are not getting the money they should get. You should tighten it. Look at the pilferages. According to a newspaper report, in Mughalsarai alone goods worth Rs. 1 lakh are taken away every day by anti-social elements. I must say that a section of the railway people and also the Railway Protection Force are involved in this. How much are you paying for these pilferages? How much are you paying by way of demurrages? Whenever you have to pay more, you are always trying to raise revenue. You are not trying to run the railways efficiently, economically, plugging the loopholes, so that you can increase your revenue. You are not doing it. For this strict administrative measure have to be taken

14.46 hrs.

(Dr. Rajinder Kumar Bajpai in the Chair.)

We have steam engines. There is a philosophy that there should be dieselisation. I am next to none in my faith in modernisation, in the technological progress, in the introduction of a better and more scientific system. But the judicious husbanding of resources is also important. Why is it that we cannot make use of the steam engines, trying to improve them? In some other countries of the world, they are trying to modernise the steam engines. We have enough coal in our

[Shri Satya Sadhan Chakraborti]

country. So, simultaneously, both can work, so that we do not spend too much of our resources in this sector. Dieselisation should be there, but it should be a gradual process. But, unfortunately, I find that we are going to import 18 diesel engines. Why are we importing them?

While I was in Bangalore the other day on tour, I went to one Wheel and Axle Factory coming up near Bangalore. On enquiries I was told that it is coming up with collaboration from a firm in USA. They say that it is a new technology. When we are in a position to produce wheels, why are we not utilising our talent? The Railway Minister will have to go into that.

Then I come to the question of employment. There are many trains where there are no guards. There are many stations where there are no Assistant Station Masters. In this way, you are trying to economise. You are not giving employment to people where it is necessary. At the same time, you are unnecessarily going in for computerisation. When we have abundance of manpower, we are foolishly going in for computers, following the western countries, where they do not have abundant manpower. Since we have abundant manpower, let us utilize them and not in a blind way follow the western countries, where they have computers.

Then I come to some of the problems of my State. Government have started the metro project in Calcutta. When is it going to be completed? The Railway Minister announced that the whole city is on the operation table for the last ten years. Can you show me any other example in the world where a city has been kept on the operation table for such a long period? How long will it take? The Railway Minister should inform Parliament the specific date and time by which it will be completed. He should make the

officers accountable for this. If they cannot run the whole thing according to schedule, they should be taken to task. I have seen during the Asiad how they have completed all the projects in record time. Why could they not do it in the case of metro railways?

Sir, the second question is about the circular railway. You know, what the Calcutta traffic will be at the end of the century? Even if you complete the metro railways, it will not be able to carry all the passengers, it will only carry a portion of it, and that is why we have been demanding with all sincerity that the Railway Ministry should consider my proposal that there should be circular railway in Calcutta which will not cost you much. There are vested interests who are opposing it. I know that. There have been some commissions which have recommended that Calcutta should have this circular railway. You have the ring railway in Delhi. How many people travel by that railway? You have constructed that. We don't mind. But why is it that you are not doing it in Calcutta where it is technically feasible and when the Commissions recommended that this should be done? So, I would urge upon the Minister to take it seriously and declare in this very House that they are going to construct the circular railway which is going to solve at least a portion of the problem of Calcutta.

Then I will come to another question. If you go to Calcutta and travel by the suburban trains, you will see the condition of the daily commuters. In a compartment which can accommodate hundred commuters at least more than 1000 travel and during peak hours it is unbearable. Also sometimes from my own experience in my constituency, I would say that there is announcement that the trains are cancelled. Then how the people will be able to return after office hours? They wait for long hours. Sometimes some people have to work

for longer hours. So, there should be more trains, there should be more coaches and you should cater to the needs of daily commuters in Shealdah and Howrah. I would also request the Railway Minister to extend the suburban services to Asansol. It is a highly congested area and if you can extend the suburban services to Asansol, it will at least partially mitigate the sufferings of daily commuters there.

I would also like to demand, and from his own experience the Railway Minister will agree that in and around Calcutta we must have more overbridges. The population has increased, accidents are taking places and also sometimes because of the gates, traffic comes to a halt. So, in Baliganj, Dhaphdapi, Kasba and in Jadavpur, which is Mr. Somnath Chatterjee's constituency, you must construct these overbridges so that traffic may flow easily and there is no halting of the traffic. And I think the West Bengal Government has already written to you about it. I think you should respond to it.

Finally, I would say that in our economy the Railways play a very important part and on the development of the Railways and on the working of the Railways also depend the working of our economy. This is our life line and in a country like ours where people do not have automobiles, where people depend on the Railways, where traffic depends on the Railways, the Railways should discharge its duty, it must be efficient, it must expand and it must cater to the needs of the people.

I end with this. You promised in this House safety, security and punctuality. I want that you stick to what you have said and you just implement what you have promised here.
Thank you.

SHRI M. SATYANARAYAN RAO
(Karimnagar) : I was carefully listen-

ing to the speech made by my friend, Mr. Satyasadhan Chakraborty. On one point I wholeheartedly agree with him that the objective of Railways should not be commercial earning. There is no question of earning profit or incurring losses. He said correctly that Railways play a very important role in the development of our country and particularly in the development of the backward regions. But unfortunately even after thirtyfive years of our independence the same philosophy is being followed. There are demands for the backward regions. The people of those regions have not seen railway so far. When they demand, Railway Department always pleads paucity of funds. They say because there are no funds they are not able to give new railway lines. This thing has been going on for the last 35 years.

I do not want to take much time of the House because my friend has touched all these points already. Moreover, it is a very important thing, it concerns everybody, I do not think there is difference of opinion so far as the point which he raised is concerned.

I am afraid the Chair may give a ring. It is better I should devote my time to my problems first and then go to the general ones. Otherwise, it so happens we go on speaking and touching other points and ultimately cannot touch our problem.

First of all, I would like to bring to the notice of the Railway Minister the problem of my district and particularly Telangana Region in Andhra Pradesh.

I came to Parliament in 1971. It is more than twelve years now. For the last more than twelve years I have been demanding railway line in my region and particularly in my Constituency and also in the Constituency of the Prime Minister—Medak District. Since 1971 the Railway Ministers have been promising; not only promising,

[Shri M. Satyanarayan Rao]

they have also ordered surveys. Surveys had been conducted. For one line, survey had been made thrice. That line is between Nizamabad to Ramgundam via Karim Nagar. They promised that they would take up the work in 1980. I spoke with great sorrow when Pandit Kamalapati Tripathi was the Railway Minister. We go on demanding railway lines. You go on saying something or the other. You satisfy us by saying that survey has been ordered. But the work is never completed. As a matter of fact, people in the Constituency think that their representatives are not discharging their duty properly. It is because of our failure to convince the Railway Department and get them the railway line. As a matter of fact, in the recent elections also we had to suffer very much because of this. People were asking about the Railway line. They were accusing us for not doing anything. They were saying, "You have no face to show. Why have you come to us?" They were angry and dissatisfied. They say, "You make speeches only in Parliament. Do you think that your duty is over with that? It is your duty to impress upon the Railway Department. You have to take other action also." By other action they mean, one day they will have to resort to hunger strike. Wherever there is such an action, you agree also. You agreed in Marathwada, Aurangabad, and other places, You did not allocate the money that you promised. They resorted to strike 'Rail roko' slogan was there. That particular area is very near my place. Marathwada was a part of our old Hyderabad State. Our people also want to do the same thing. Unless that is done, Railway Department is not going to concede to the demand.

The hon. Railway Minister is a bold man, although the Opposition Parties criticise him. His area is also in the backward region. He has sanctioned something for his region. Unless you

serve yourself, you cannot serve others. You start with your own constituency.

15.00 hrs.

But at the same time, kindly consider our problems also. You see the difficulties of our people and that is why, when I said this to Pandit Kamalapati Tripathi, he was kind enough to say, "Again, I will do something about it." The promise was also made when Prof. Dandavate was the Railway Minister. He wrote me a letter also saying, "We have asked the Planning Commission, we have written to the Planning Commission for sanction of your line; so far as the Railways are concerned we have cleared; it is only pending with the Planning Commission". That letter he wrote to me. Afterwards, when I met the Railway Ministry people in 1980 and asked about this, it was really a surprise thing for the Railway Ministry. They said "Well we do not have any record that such a letter was addressed to the Member of Parliament. Even then, the Railway Minister promised to do something since this matter is pending for a long time. Moreover, that region is not developed and since independence, no single line was added in our Telengana area. So, he was kind enough to say that he would do something. Later, the Railway Ministry surveyed the line and it was thought that it would not only be remunerative but it would also connect the two industrial belts—Pattan Cheruvu and Rama Gundam via Karim Nagar. Patan Cheruvu is in the Prime Minister's constituency, Medak, and it is also a potential area where so many industries are coming up. Rama Gundam is also an industrial phase. We have got fertiliser factory, super-thermal station, Singareni Collieries, cement factory and so many other industries, which are coming up in the industrial complex. If you connect this line bet-

ween Pattan Cheruvu and Rama Gundam via Karim Nagar, it will not only serve the people of the areas concerned but it will also generate more employment and it will ultimately benefit the whole country. I would request the hon. Minister to kindly see that this work is immediately taken up.

I am sorry to say that in this year's Budget, he has not made any mention about it at all. This is really unfortunate for us. Although I belong to the ruling Party and I am a disciplined man, some-times, I am feeling that I should do something because after all, I have also to protect the interests of my people. If you do not do anything, I reserve my right to take certain steps. I will have to resort to hunger-strike, come what may be the consequences.

Madam my friend from the CPM Party was mentioning about the role to be played by the Railways. I only say that you have paucity of funds and there are so many commitments. So long as you treat Railways as a commercial organisation, it will not be possible for any Railway Minister—not only yourself but any Railway Minister—to achieve the objectives and fulfil the desires of the people in various regions. I only request you to see that the Railways are not treated as a commercial organisation as we are doing in other respects like schools, hospitals etc. We have undertaken so many things. If you do not have funds with you, you please obtain loans from the World Bank for this purpose and see that new railway lines are laid. It will not only satisfy the people, it will not develop our economy but it will also solve the unemployment problem in this country. I am telling you that in every rural area, the people are there without any employment. They are seeking employment and that is the reason why the youngsters are angry with us because we are not solving the unemployment problem. Yes-

terday, my colleague Shri Chandulal Chandrakar moved a very good resolution pleading that the right to work should be one of the Constitutional rights. I also support it because there is unemployment problem in this country and because of this, the youth are becoming very restless. I do not know what is going to happen in this country, if we are not going to solve this problem. By constructing new railway lines and expanding the railway system, you can solve the unemployment problem in this country to some extent.

Now, I will come to the slogan which has been given by the Railway Minister that they are very particular about 'safety, security and punctuality' of train. Madam, this is the concern of everybody. When we go by train, we are not sure whether we will reach the destination safely. I am sorry to say that, I am not blaming the Railway Minister. The reason is, first of all, we have got tracks which are outmoded and obsolete. I think, the tracks had been laid during the British period and we have not repaired or replaced them. I think, there is no use of repairing it unless you completely replace them. You will have to replace it. I am happy that in your Budget speech, you have mentioned these things. You have also allocated crores of rupees for the purpose of replacing the old tracks. Unless you do that, you cannot prevent derailment of trains. For some time now we are not hearing about derailments. We are only hearing about accidents.

The safety aspect is a very important one. For this purpose, he has also mentioned that not only the tracks will have to be replaced but other things have also to be done. He has said about the signalling system, that it is a very old one and, because of that also, some times, it does not work and that is why the accidents are taking place. So, that aspect also has to be taken care of. Only day before yesterday, we heard about the accident which took place in the Calcutta

(Shri M: Satyanarayan Rao)

city itself. That is really very unfortunate.

Then, the security problem is also there. I do not know what the Railway Protection Force is doing. He may say that the RPF is not supposed to provide any security to the passengers and that their duty is only to see that the thefts of the railway property do not take place. But may I submit to him that the RPF is also in collusion with the thieves? That is the reason why they are suffering losses. Unless they provide safety and security to the passengers, it will be very difficult to increase the railway earnings. After all, one must be certain that one will reach safely one's destination. But that is not there. Everybody is afraid of travelling by train.

The other thing is about punctuality. He says that so many difficulties are there because of chain-pulling, because of mischievous fellows, miscreants, etc. etc. They can also be controlled. But, unfortunately, he has not provided proper guards. There are no proper persons at all. Why do the people resort to chain-pulling, etc.? There must be certain reasons. It is because of ticketless travel. The people board the trains without tickets. They are in collusion with railway officials ticket inspectors, etc. because there is corruption. They take so much money from those people and allow them to travel without ticket. That is why the trains are overcrowded. Because of overcrowding, chain-pulling and other things, the trains run very late and punctuality is not being adhered to. Unless they tackle that problem, they cannot achieve punctuality in the running of trains.

Now, I would say a word about the Rajdhani Express. I am happy that he has introduced Rajdhani Express between Delhi and Bombay and between Delhi and Howrah four or five times in a week. Why this discrimination? What sin have the south Indians committed that there is

no Rajdhani Express there? Trivandrum is very far away from Delhi, too far away from Delhi. Why don't they provide Rajdhani Express there? So, far as Andhra Pradesh is concerned, they have give us the A.P. Express. In the A.P. Express, the supply of food is hopeless. The A.P. Express is not properly cleaned also. In other Express trains, First Class is there; A. C. First Class is there and other facilities are also there. But in the A. P. Express, it is not there. The people ask me, when in other long distance trains, all those facilities are provided, why it is not so in the A. P. Express. They tell me to ask the Railway Minister about it. I want to know from the hon. Railway Minister why this discrimination is there. Why this kind of a feeling is created among the people there. We have already suffered also on account of that. The south is being neglected in every sector. It may be a small thing for him. But so far as we are concerned, it is a big thing. There should not be any such discrimination.

About the replacement of outdated, over-aged, track, locomotives, coaches, etc., I have already touched upon that point. About steam engines, a member was mentioned why we should resort to dieselisation of engines. I differ from him. The diesel engines, the electric engines, are required to carry the increased load of the trains. We have increased the load of trains. The railway lines are very few. There is so much of demand for the introduction of new trains also. So, instead of providing more trains, they think of increasing the load of trains. So, they have added so many coaches in one train, I think, 20 or 21 coaches. One train carries so many coaches. It requires a powerful engine like diesel engine and electric engine. Particularly for long distance I think only diesel engines and electric engine are very necessary. Steam engine will be useless. But these steam engines cannot be completely thrown out. They can be certainly used for new branches. Small branches will be there. Just now I mentioned about region-wise

lines. There, of course, they can introduce them. There should not be any difficulty there. That will be useful and that should be done.

Regarding the introduction of new trains, in our area also, there is a demand between Secunderabad and Sirpur Kagaz Nagar. It is demand 20 years old. They want to have a local train. All Express trains pass through that route. But they would not stop at all. Passengers are in a difficult situation. They are not getting this cheapest means of transport. The poorer people always prefer train. Therefore, I request the Hon. Minister to introduce a new train between Secunderabad and Kagaznagar which caters to the needs of the local people of the Telengana region.

I have also mentioned something with regard to amenities. The Hon. Railway Minister says that some steps have been taken and that he has constituted a Committee under his chairmanship to see that not only almost all the trains but also the platforms of the stations are completely clean. The food which is supplied to the passengers should also be good. But actually the stations are very dirty. Whenever we go there, I find so many flies and the food is also very bad.

PROF. N. G. RANGA: Drinking water also should be good.

SHRI M. SATYANARAYAN RAO: Regarding reservation, I am very happy, there seems to be some change for the better, of late. Everybody is feeling the change. On the spot itself, I think, sometimes we are getting reservation, particularly in all express trains.

There seems to be definitely some improvement so far as reservation is concerned and when reservation problem is not there, corruption also can be lessened. It is interlinked. That is also good.

The other points is industrial peace. You have mentioned it, I am very happy that you are maintaining industrial peace and there is complete understanding between your Railway Board and also your employees. So long as it is there, there will be no problem. Because of strikes we always find that the trains come late.

Regarding afforestation programme, this is a very good programme because I have seen in other countries of Europe and other countries, when we go by train particularly in Soviet Union, during that everywhere, on both the sides, you find trees and, that way the ecological balance can be maintained and also you can provide employment to the people. Because we have got lot of land. Our country is a vast country. If you spend more money on this afforestation programme, it will be very good. You will be adding to our economy also. I hope that this will be looked into seriously.

And lastly I would request you not to forget my problem, the railway line. You also, while you reply kindly mention what is the position, whether you would do something to lay the railway line between Pattancheru, the Prime Minister's constituency, to Ramagundam via Karimagar. Prime Minister's constituency and my constituency are adjacent. At least you will be serving your own Prime Minister and myself.

श्रीमती प्रमिला दंडवते (बम्बई उत्तर मध्य) : सभापति महोदया, आज मैं रेलवे पर अपने विचार रखने के लिये खड़ी हुई हूँ। हमारे रेलवे मिनिस्टर श्री गनी खान चौधरी जी तीन साल में चौथे मिनिस्टर हैं। पता नहीं उन्होंने जो बजट पेश किया है उसको कार्यान्वित करने के लिये वे रहेंगे या नहीं लेकिन उन्होंने जो बजट पेश किया है वह बहुत ही डायनमिक बजट है। उन्होंने बहुत हिम्मत दिखाई है। पहले उन्होंने 489 करोड़ का बोझ फ्रेट और

[श्रीमती. प्रमिला दण्डवते]

फेयर चार्ज बढ़ा कर लोगों पर डाला। बाद में कुछ थोड़ा सा परिवर्तन किया। 57.50 करोड़ की कमी कर दी। 27.50 करोड़ फेयर में कम कर दिया और फ्रेट में 30 करोड़ कम कर दिया। इतना कम कर दिया है जिससे लोग संतुष्ट नहीं हैं। आपने आने के बाद है, एक स्लोगन दिया है "से.टी-सिक्योरिटी एण्ड पंचुएलिटी"। यह रेलवे का ऐम मैं इसकी सराहना करती हूँ। मुझे नहीं मालूम कि आप इसको कैसे पूरा कर सकेंगे? आपका यह कहना कि 13 हजार किलोमीटर रेलवे लाईन आउट-डेटेड और कैंस हो जाने की वजह से बदली जानी चाहिए इसी प्रकार 6 परसेंट वेगन्स भी रिप्लेस होने चाहिए, लेकिन प्लानिंग कमीशन इसके लिए पैसा मंजूर नहीं करता है। आपने छठी पंचवर्षीय योजना में 11 हजार करोड़ की मांग की थी लेकिन उन्होंने सिर्फ पांच करोड़ रुपए ही दिए हैं। इससे यह पता चलता है कि जो भी कार्य आप करना चाहते हैं, वह आपके लिए बहुत मुश्किल है। इसलिए, आप "सेफटी-सिक्योरिटी और पंचुएलिटी" का आश्वासन देते हैं कि आप जोर से काम करेंगे। लेकिन यह कार्य करना मुश्किल है ऐसा आपने ही कहा है। प्लानिंग कमीशन से पैसा नहीं मिलता इसलिए आप कम्युटर्स पर अतिरिक्त बोझ डाल देते हैं। इसका असर बाकी चीजों पर क्या होने वाला है या मंहगाई उसकी वजह से कैसे बढ़ने वाली है, इस बारे में हमारे मिनिस्टर साहब ने कुछ सोचा है या नहीं? मैं नहीं जानती? आपने देखा कि बहुत भीड़ होने लगी है। इसलिए थोड़ा सा रिलीफ देने की कोशिश की है। इन्टरनेशनल बाडी "ओपेक" ने डीजल की कीमत कम कर दी है, उसका लाभ

रेलवे को मिल सकता है या नहीं इस बारे में वित्त मंत्री से बात करनी चाहिए? अगर इसका असर हुआ तो आप रेलवे का बहुत सारा पैसा बचाने में कामयाबी हो जाएंगे।

मैं आपको बम्बई सबरबन कम्युटर्स के बारे में बताना चाहती हूँ क्योंकि मैं बम्बई की हूँ। आपको पता है कि आज पूरे देश को ज्यादा से ज्यादा रेवेन्यू बम्बई के इन्डस्ट्रीयलाइजेशन की वजह से मिल रही है। वहाँ बहुत दूर-दूर से लोग काम करने के लिए आते हैं, उनका जीना मुश्किल है। सुबह घर से निकलने वाला कम्युटर यदि शाम को ठीक से घर आ जाता है तो उसके घर के लोग सोचते हैं कि हमारा आदमी ठीक से वापिस आ गया है। स्त्री और पुरुष दोनों की हालत यही है। बम्बई की ट्रेनों में जब जाते हैं तो उतरने के लिए कोशिश नहीं करनी पड़ती! दो-तीन स्टेशन पहले आप कोशिश करके दरवाजे के पास आ जाएंगे तो लोग आपको ढकेल देंगे।

you do not have to make any efforts to get out of the train

इतनी भीड़ आज रेलवे में बम्बई शहर में देखने को मिलती है। आपने जो 25 परसेंट रिलीफ दिया है, उसका कोई फायदा नहीं है। मेरी प्रार्थना है कि आप यदि पीक आवर्स में जाकर देखें तो आपको सही स्थिति का ज्ञान हो जायेगा। फर्स्ट क्लास और सैकंड क्लास में जाने वालों को यह मालूम नहीं होता कि वे बाहर भी आ सकते हैं या नहीं। फर्स्ट क्लास में खड़े होने के लिए भी पैसे देने पड़ते हैं। मैं जब भी जाती हूँ तो ट्रेन से जाती हूँ क्योंकि टैक्सी से जाना मुश्किल है। पीक आवर्स में ट्रेन से गिरने की संभावना ज्यादा रहती है क्योंकि खड़े होकर जाना पड़ता है

इस प्रकार की हालत बम्बई के लोगों की है।

आपको याद होगा कि दस दिन पहले थाना सिगनल स्टेशन को आग लग गई थी जिसकी वजह से बहुत देर तक यातायात बंद हो गया था। बम्बई के लोग इतने तंग हैं कि वे ठीक समय पर पहुंच नहीं सकते। जब भीड़ हो जाती है तो पत्थरबाजी शुरू कर देते हैं इससे रेलवे का बहुत बड़ा नुकसान होता है। बम्बई के रेलवे मैनेजर में मैंने कई बार इस मामले में बात की है। You must have a special Transmission Centre.

जब कभी ट्रेनों का चलना बंद हो जाता है तो बी० एस० टी० के पास हाट-लाइन होनी चाहिए जिससे वे बस भेज कर ज्यादा पैसेन्जर्स को वहां से ले जा सकें। आपको फोरन रेडियो से लोगों को बताना, चाहिए कि गाड़ियाँ नहीं चल रही हैं वह अपना इंतजाम कर लें। आपको मालूम है कि बम्बई में अपने अपने कार्यालय में जाने के लिए लोग 4, 5, 6, 7 बजे सुबह अपने खरों से निकलते हैं और रात को 8 बजे घर वापस पहुंचते हैं, और यदि ट्रेने बन्द हो जायें तो उनको बहुत परेशानी होती है। सेन्ट्रल रेलवे में यह प्रोब्लम अक्सर होती रहती है। इसलिए एक स्पेशल ट्रांसमिशन सेन्टर हो सकता है क्या, इस पर आपको सोचना चाहिए जिससे साउथ रीजन में चलने वाले कम्प्यूटर्स को पता चल सके कि वह रेलवे से न जायें, सेन्ट्रल रेलवे से जाने वाले लोग वेस्टर्न रेलवे से जायें नहीं तो बसैज से जा सकते हैं। इस बारे में मैंने जनरल मैनेजर से बारबार कहा है कि आपको कुछ करना चाहिए। उन्होंने कुछ होट

लाइन स्थापित करने की कोशिश की है कहां तक कामयाब हुए हैं मुझे पता नहीं है। लेकिन ऐसा करना बहुत जरूरी है।

आपने फेयर बढ़ाये हैं लेकिन सर्वि-सेज में कोई सुधार नहीं हुआ है; आज बम्बई शहर में सारी चीजें महंगी होने लगी हैं, मकानों का किराया बढ़ रहा है, पानी का रेट बढ़ रहा है और रेलवे किराया भी बढ़ रहा है। मेरी मांग है कि आपने जो कुछ भी रिलीफ दिया है वह संतोषजनक नहीं है, आप 50 परसेंट और रिलीफ दीजिए। हम जानते हैं कि आपको कुछ न कुछ किराया बढ़ाना पड़ेगा, लेकिन आपको जो पैसा चाहिए हम सारे विरोध के सदस्य सहयोग देने की तैयारी हैं और और हम लोक सभा से मांग करेंगे कि प्लानिंग कमीशन को रेलवे को ज्यादा पैसा देना चाहिए। इस देश रेलवे डेवलपमेंट के लिए बहुत आवश्यक है। मेरी राय में रेलवे रेस्पिरैटरी सिस्टम की तरह है जिसके बन्द होने से आदमी और जानवर मर जाते हैं ऐसे ही रेलवे सिस्टम बन्द हो जाने से सारे देश का डेवलपमेंट ठप्प हो जाएगा। इसलिए फेयर बढ़ाकर साधारण आदमी पर उसका बोझ डालने के बजाय हम प्लानिंग कमीशन से कहें कि जो पैसा रेलवे को चाहिए वह आपको दिया जाए। इसलिए जो रिलीफ दिया है और 75 परसेंट जो बचा है उसमें से 50 परसेंट और आप कम कर के बम्बई के कम्प्यूटर्स को कुछ राहत दें। मेरी बात हुई है बम्बई के कांग्रेस (आई०) के प्रेजिडेंट से, उन्होंने कहा आप कुछ कीजिये। मैंने कहा मैं क्या करूंगी। उन्होंने कहा आपको पता है क्या होने वाला है। मैंने कहा हां। टिकटलैस ट्रेवलर्स चढ़ जायेंगे। बम्बई शहर में टिकटलैस ट्रेवल असोसियेशन चलती थी उनका यह कहना था कि कभी-कभी चैकिंग

[श्रीमती प्रमिला दण्डवते]

होती है, आप उस असोसियेशन का सबस्क्रिप्शन कीजिये और जब कभी पकड़े जायें तो आप रसीद ले कर आजाइये, वह फाइन आपको एसोसियेशन रीअम्बर्स कर देगी। फाइन हमेशा पास की कीमत से कम होता है। जनता पार्टी के समय में टिकटलैस टैवर्स असोसियेशन बन्द हो गई थी। लेकिन अभी तो 10 असोसियेशन शुरू हो जायेंगी और मैं इसलिये कह रही हूँ कि आप समझते हैं कि किराया बढ़ाने से ज्यादा पैसा मिलेगा। मेरा कहना है कि ज्यादा नहीं मिलेगा। आप इस तरह किराया बढ़ा कर लोगों को इनसिन्सियर बनायेंगे क्योंकि ज्यादा से ज्यादा लोग टिकट नहीं लेंगे और ट्रेनों से गिरेंगे। इसलिये आप किराया कम कीजिये।

सेक्योरिटी के बारे में भी मुझे कुछ कहना है। 2, 3 साल पहले बम्बई शहर में शांति देवी प्रोफेसर का खून हो गया मंगल सूत्र के लिये। जिस आदमी ने खून किया था उसको न बम्बई पुलिस पकड़ सकी और न रेलवे पुलिस पकड़ सकी। आज के अखबार में अपन भी पढ़ा होगा, आगरा कैट के पास तमिलनाडु एक्सप्रेस में एक स्त्री का खून हो गया। रोबरी के पहले रेप किया गया। उसका 6 महीन का बच्चा रो रहा था। रेलवे पुलिस और गार्ड ने रोबरी करने वालों को गिरफ्तार नहीं किया। यह आज सेक्योरिटी और सेफ्टी की हालत रेलों में हो गई है। यह बात आज जगह जगह हो रही है।

यहां कांग्रेस के एम० पीज ने कहा है कि दुर्भाग्य की बात है कि रेलवे की पुलिस और इस तरह का काम करने

वाले एक दूसरे से मिले हुए हैं। आपको इसकी खोज करनी चाहिये, इन्क्वायरी करनी चाहिये।

आपने सिक्थोरिटी के लिये खर्च बहुत किया है। पुलिस के लिये जी० आर० पी० के लिये आप 50 परसेंट खर्चा देते हैं लेकिन उस पर रेलवे का अधिकार नहीं होता है। जब हम शिकायत करते हैं तो आप कहते हैं कि स्टेट गवर्नमेंट की पुलिस फोर्स है, हम कुछ नहीं कर सकते। मेरा सुझाव है कि आप 50 परसेंट स्टेट गवर्नमेंट से खर्च लीजिये और उस पुलिस पर पूरा कंट्रोल रेलवे का होना चाहिये तभी आप इस तरह के लोगों को पकड़ सकते हैं, जिम्मेदारी डाल सकते हैं। नहीं तो आप कुछ नहीं कर सकते हैं।

मैं यह भी सुझाव देना चाहती हूँ कि फीमेल पुलिस को रेलवे पुलिस में ज्यादा रखना चाहिये। लेडीज कम्पार्टमेंट में लेडीज पुलिस को रखिये। आजकल पुरुष पुलिस किस प्रकार का वर्ताव महिलाओं के साथ करती है वह सभी जानते हैं। आज रक्षक स्वयं भक्षक बन रहे हैं। आज रेलवे में महिलाओं को पुरुष पुलिस से भी रक्षा पाने की जरूरत हो रही है। आपसे प्रार्थना है कि रेलवे पुलिस में, रेलवे प्रोटेक्शन फोर्स में आपका कंट्रोल रहे, इसके लिये आपको महिला पुलिस की व्यवस्था करनी चाहिये।

आपने कहा है कि पिछले एक साल में रेलवे वर्क्स के साथ इंडस्ट्रियल रिलेशन अच्छे हुए हैं। मैं याद दिलाना चाहती हूँ कि कभी कभी हमारे रेल मिनिस्टर साहब कुछ ऐसा बोलते हैं, अखबारों में खबरें आ जाती हैं, उसका असर कर्मचारियों पर पड़ता है। आपने कहा कि रेलवे के सारे लोग शराब पीते

हैं, इसलिये एक्सीडेंट्स होते हैं। बाद में उसमें आपने तबदीली की, लेकिन उसका असर रेलवे के पूरे अफसरों और कर्म-चारियों पर हुआ है। जब तक रेलवे मिनिस्टर, रेलवे बोर्ड और रेलवे के कर्म-चारियों में अच्छी तरह का सम्बन्ध नहीं होगा, को आर्डिनेशन नहीं होगा, तब तक रेलवे सर्विसेज में आपके चाहते हुए भी सुधार नहीं हो सकेगा।

बीकानेर में इंडियन रेलवे फेडरेशन ने नारा लगाया है कि 5 अप्रैल को स्ट्राइक के बारे में वह बैलट करने वाले हैं। उसका मतलब यह है कि रेलवे कर्मचारियों में कुछ असंतोष है, उनकी कुछ मांगें हैं मैंने सुना है कि जो स्ट्राइक पर लोग गये हैं, उनको रिटायरमेंट बनेफिट आज 2 साल के बाद भी नहीं दिये गये हैं। वर्कर्स को स्ट्राइक करने का मूलाधिकार है। अगर स्ट्राइक पर जाना इस लोकतांत्रिक देश में गुनाह है तो यह लोकतंत्र कैसे चलेगा? मेरी प्रार्थना है कि आपको इस पर ध्यान देना चाहिये। 5 अप्रैल को ये लोग बैलट कर के अगर स्ट्राइक पर जाते हैं तो आपको स्ट्राइक को खत्म करने के लिये कदम उठाने से पहले उनकी मांगों पर विचार करना चाहिये। अगर रेलवे में इस प्रकार की नीति हो जायेगी तो इसका आगे चलने वाले प्रोग्रामों पर भी असर होगा।

बम्बई की ट्रेनों के बारे में मेरी प्रार्थना है कि खासतौर पर फर्स्ट क्लास के लेडीज कम्पार्टमेंट को आप कैसिल कर दीजिये। पीक-अवर्स में आप उसकी जगह 3, 3 डिब्बे लगा सकते हैं। मैं नहीं जानती कि इंजन की क्या स्थिति है, उस पर आपको ध्यान देना होगा। पीक-अवर्स में सारे डिब्बे क्लास-लैस कर दीजिये ज्यादा डिब्बे लगा दीजिये। ट्रेनों की

फीक्वेंसी बढ़ा देनी चाहिये, उससे जो प्रेशर बढ़ गया है वह कम हो जायेगा और लोगों को खामाखाह खड़े होने के लिये जो पैसा देना पड़ता है, वह नहीं देना पड़ेगा।

कैटरिंग स्टाफ के बारे में मैंने पहले भी सवाल उठाया था और आज भी आपके सामने रखना चाहती हूँ। 50 परसेंट से ज्यादा कैटरिंग स्टाफ कमीशन बेसिस पर आज है। मेरा अनुभव है, जब मैं ट्रेन में जाती हूँ तो कैटरिंग स्टाफ के लोग मुझे मिलते हैं? जनता पार्टी के जमाने में निर्णय हो गया कि रेलवे कैटरिंग में काम करने वाले लोग रेलवे सर्विस में आ जायेंगे आज भी उनमें दो हजार से ज्यादा लोग कमीशन पर ही हैं। जनता पार्टी ने वायदा किया था और आपने भी कहा है कि उनको फेजेज में आप एक्जार्ब करने जा रहे हैं रेलवे सर्विस में, तो मेरी आपसे प्रार्थना है कि ज्यादा से ज्यादा और जल्दी से जल्दी उन लोगों को आप रेलवे सर्विस में एक्जार्ब कर और रेलवे सर्विस के अंतर्गत जो भी लाभ है, वह उनको दिये जायें।

महिलायें भी कैंजुअल वर्कर हैं बल्कि महिलायें ही ज्यादा हैं उनको जल्दी से जल्दी और ज्यादा से ज्यादा रेग्युलर सर्विस में लिया जाना चाहिये।

बम्बई शहर में बांद्रा का जो फ्ला-इओवर कंफ्लोट होने जा रहा है उसमें जब तक आप थर्ड कारीडोर शुरू नहीं करते तब तक ट्रैफिक प्रेशर कम हो वाला नहीं है। इसलिये इसके बारे में भी आपको विचार करना चाहिये।

अन्त में दो और बातें कहकर मैं समाप्त कर रही हूँ। वेस्टकोस्ट रेलवे का काम आष्टा रोहा तक पूरा हो गया

[श्रीमती प्रमिला दंडवते]

और रत्नागिरि के पास आबल मिल रहा है, इसलिये उसका डेवलपमेंट रुक गया है। मेरी आपसे प्रार्थना है कि आपको आगे मंगलौर से भी काम, शुरू करना चाहिये और आष्टा रोहा से भी पूरा करना चाहिये। जैसा कि जनता पार्टी के शासन के समय में तब हुआ था अगर आठ साल में वेस्ट कोस्ट रेलवे पूरी हो जाती है तो चार प्रान्तों को उसका लाभ मिलता है अतः इसको भी पूरा करना चाहिये। मराठवाड़ा में जो आन्दोलन चल रहा है उनकी मांगों को भी पूरा करना चाहिये।

मेरा विश्वास है कि जो बजट आपने रखा है, उस पर कार्यवाही करने का मौका आपको मिलना चाहिये। परन्तु मुझे एक आशंका है। आपको आसाम में जो काम दिया गया वह आपने पूरा कर दिया लेकिन आगे चलकर क्या होने वाला है उसका मुझे पता नहीं परन्तु मैं उम्मीद करता हूँ कि आपका जो बजट है उसके अनुसार आप कार्यवाही करके अगले साल उसको रिपोर्ट यहां पेश करेंगे।

SHRI A. K. ROY (Dhanbad): Madam Chairman, the second stage of Railway budget discussion has got its own limitations and I do not want to go out of this limit.

But one thing I wish to say: The cut-motions which hon. Members have given are not to cut the time of the House or kill the time of the House but they ought to cut some ice!

I have seen this in the last 5 years, both in the period of the Janata Government and now in the time of the Congress(I) Government, in the regime of successive Railway Ministers, that not a single cut motion, not a single suggestion, put forward by hon. members in the House had been accepted.

If that is the position, what is the use of all this fun?

We come. We give all our proposals. We give all out cut motions. all our suggestions. They are all "looked into". The suggestions get "looked into." The suggestions are "looked after". And then what happens? Everything gets over-looked, Nothing happens afterwards.

And if this is the position. I would say, the second stage of discussion should be omitted altogether because there is no need for this second stage of discussion at all.

15.34 hrs.

[SHRI R. S. SPARROW in the Chair].

Mr. Chairman, the hon. Railway Minister made some significant and bold pronouncements in his Budget. He said:

"Ours is a democratic country, a democratic set-up." Very well. Then you accept the cut motions. How is the denial of cut motions fitting in with the pronouncements made? Mr. Chairman, Sir, he said: "When a Member of Parliament makes a demand it has to be assumed that it is the demand of the people." Very fine thing!

Then further he says:

"This Budget may not satisfy many honourable Members who have come to me personally and apprised me of their demands for the expansion of railway network in their areas. I fully sympathise with these demands, which reflect the peoples' aspirations."

But how do you act?

SHRI M. SATYANARAYAN RAO: Please go through the next page also?

SHRI A. K. ROY: Why should I?

I quite accept his lamentation. Sir, you might have read the Chapter on

Lamentation in the Old Testament, it is one of the finest and famous chapters. His budget is also like that. What is that? The 6th Plan provision of Rs. 5100 crores is inadequate; less than the requirements etc. Even the revised target is not going to be achieved, because instead of Rs. 1800 crores, the figure is Rs. 1300 crores or Rs. 1400 crores. I would, therefore, say that it may not be possible to accept all the Cut Motions, all the demands, but at least one Cut Motion should be accepted from each Member.

PROF. N. G. RANGA: It would be a vote of censure against the Government.

SHRI A. K. ROY: I do not say that you accept them in the form of Cut Motions; Cut Motions are to cut you to size; we are not here to cut you to size. But my point is that at least, the demands, the aspiration, the sentiments and the requirements indicated in the cut motions should be accepted. At least one suggestion of each Member should be accepted every year, otherwise the whole thing is becoming irrelevant. As I said, it may not be possible to accept all the suggestions, but if even one suggestion is not accepted, what is the fun of giving so many Cut Motions? Is it only to create paper work and nothing else?

Similarly, we have seen that so many hon. Members give numerous suggestions during the budget discussions, but not even a single one is looked into. Not only that, you will be surprised to know that afterwards, nobody reads what was told in the House. The papers just fill some corner of the room, and afterwards, those papers are just sold or thrown. The suggestions from the hon. Members should not be thrown like this (Interruptions).

Looking to the various aspects, it is said that the railways should not be

a purely commercial organisation, and somebody said that it is a welfare institution. But your Railway Minister has said that it is an empire. While commenting on the attitude of the Railway Board, recently he said that it was an empire, and I wish that he should not preside over the liquidation of this empire. It is really an empire. The Prime Minister of this country deals with the destiny of 70 crore people of India, but he is an emperor who deals with the destiny of 370 crores of people who travel by his trains every year. He is a bigger emperor than the Prime Minister.

I can quite understand that the Railway Minister does not have enough funds to deal with all these things, but I would like to know why the rate of renovation, replacement, development and renewal is decreasing. We quite understand that we cannot go fast enough as we desire. But we get concerned when we feel that we are going backwards. During the Third Five-Year Plan, per year they used to add some 461 route-kilometre railway line, but after that, in the previous fourteen years, average is only 181 route-kilometre and last year it was 185 route-kilometre. And this year you say you will add only 135 route-kilometres of railway line. My point is when in the Third Five-Year Plan you could add 461 kilometres per year, how is it that you are adding to your tracks only 135 route-kilometres? Why are you going backwards?

Sir, the Railways' target was to electrify at least one thousand route-kilometres per year, but today in your Budget estimates—I don't know what will be the actual—you have set not more than five hundred kilometres for electrification.

In regard to my constituency, Dhanbad, I have given so many cut-motions and I know I will receive only a letter stating 'no', 'no', 'no' and it will add one paper to my file each

[Shri A. K. Roy]

time. I am not blaming the Hon. Minister. Sometime back from my good friend, Shri Kedar Pandey, who was the Railway Minister at that time, I received the same thing. From Prof. Dandavate also I received the same reply. So, what I would say is that you need not give any railway line for Dhanbad. You can take away the railway line, because at every six inch there is a railway line. But the main point is that the trains should move. And if the trains move, let move in a proper way.

From Dhanbad to Sindri there are two sets of railway lines. The question I ask is why on one track passenger trains should not move. Only the goods trains are moving there. Everything is there, Station is there and land is there. Not only that one of the biggest fertiliser factories, the Sindri fertiliser factory, is there. What prevents you from running at least a passenger train there?

Similarly, from Bokaro to Dhanbad there is a passenger train, but it is in such a condition that nobody travels in that. So you should improve the conditions in that train.

From Dhanbad to Pathardih and from Dhanbad to Bhojudih there are railway lines and what I want is that the trains on these lines should move. I am not asking for addition of new trains. The only thing I ask is that you maximise the utilisation of the assets which we are having there. I think, Sir, you will also prevail upon the new and energetic Railway Minister in this connection.

Sir, I am putting a suggestion on behalf of all the Members of Parliament that each year at least one suggestion of one Member should be accepted and implemented. Otherwise from next year we will see that the second stage of discussion is stopped.

PROF. N. G. RANGA (Guntur):
Mr. Chairman, Sir, I agree entirely with what Shri Satyanarayan Rao has said today, with almost every point, including the point of Railways serving the nation as a quasi-social service. But, then, I would like to have 1 or 2 reservations there.

There are certain strategic areas, as we used to call them in pre-Independence days. Now we are also classifying a number of backward areas. In these places, let the Railways be started on the basis, not of profits but of the State subsidizing and paying for their losses for what is known as the gestation period. And there are certain areas like the North-east Frontier, where they can never pay their own way; and certainly, it should be the responsibility of the Government to meet the losses that would be incurred there. But, at the same time, in the rest of India the Railways must be made to realize that they have to pay their own way. They cannot be a liability on General Revenues all the time.

Having said that, let me first of all take up the small point which appears to have been neglected by most people. At one time, the Congress people were known as the champions of the Third Class passengers. Now the time has come when we have to champion the cause of those people who will be travelling by ordinary Passenger trains. I would ask the hon. Members and the Minister to travel from time to time in the ordinary Passenger trains that would be going from one station to another. They would be shocked at the hopeless condition in which the carriages, lavatories, windows, window-shutters, lighting, electric fans and even seats are found there. All these things are in a very bad shape. One need not at all mention about the sanitary conditions.

Priority should be given by railway staff in order to see that these preli-

minary, elementary amenities needed by the passengers who would be going by Passenger trains are attended to.

What is happening now is that there is a craze for Rajdhani type of trains. My hon. friend wanted it for Hyderabad also. Have more of them—I have no objection. In the super-fast trains, some comforts are available. But what about the Passenger trains? They were neglected earlier; now also they are neglected. So, the Railway Minister should give priority, in his consideration, to this.

Secondly, I would like to congratulate him on the stand he has taken vis-a-vis the Railway Board. The Railway Board has been behaving, not satisfactorily. For some years, it has been going on. Fortunately, this Railway Minister has been able to weather the storm. There was another strong Railway Minister, viz. Mr. Hanumanthaiah; but he had to pay the price, because he came into conflict with the Chairman of the Railway Board. Railway Board and its staff should realize their responsibility to this Parliament and the dictates and decisions of this Parliament. We must be very clear about it. Unless the ministerial responsibility is accepted as supreme, we cannot have any peace at all on the Railways, a point which Mr. Roy has been talking about.

Secondly, Railway Board and the Railway Minister have been a bit remiss about public relations. At one time, whatever points we made here during the Railway Budget discussion or the Supplementary Budget discussions, every individual point used to be answered from the Railway Board's office after a time, after due consideration had been given to them. Now that practice does not seem to hold good. What is worse, even when we write letters to the Railway Board and the Railway Minister, no proper replies are given—not in good time,

and no proper consideration is being given. I would like my hon. friend to attend to this also.

Now there is this question of maintenance and repairs.

The hon. Minister himself has paid special attention to this. I would like him to spare as much money as possible for this in order to see that there is a proper safety in the railways.

But there is also a question of the personnel. When the Railway Board thinks of defying the Minister, the Minister finds it necessary to go publicly in criticism of the Railway Board and vice-versa; it has a demoralising effect upon the railway personnel right down to the railway station Masters. One of the most important troubles that we come across among the railway personnel is the kind of special preference we have been showing to the backward classes and the Harijans. After a great deal of consideration, Parliament had decided upon that policy and the railwaymen and other government officers had better understand it quite clearly that in this country as long as we go on providing all these special facilities for these government employees, they must be prepared to re-concile themselves to the social policy, to the socialist policy, to the welfare policy of this government. Although a few people who are about to be promoted are likely to be hurt just because junior Harijans, backward classes men have got to be promoted, they should be prepared to accept it as a decision of the society as a whole and the price that we have to pay for the sins that we had committed in the past generation as well as in the present generation. Even the consideration they have given to the Harijans is being resented by the railway staff. I want the railway staff to realise their duty towards the society as well as their duty towards this long suppressed group of our

[Prof. N. G. Ranga].

people in our society, that is, Harijans. Therefore, they should be prepared to accept that reservation. It stands to the credit of my hon. friend Prof. Madhu Dandavate. When he was the Railway Minister, an objection was taken to this reservation. He was strong enough to put his foot down and then said, whatever happens, government was going to stand by that reservation; and our government also stands by that reservation.

Then there is a Bibi Nagar to Nadi-kudi railway line. The foundation-stone was laid about 11 years ago; and it is crawling right up to Nalgonda and from there when it is going to reach Nadikudi and be connected with Guntur to Macherla so that whatever has to come from Madras to Hyderabad can short circuit the distance of about 100 to 150 km.? How many years are they going to take? When are they going to find funds? Instead of that, they send our railwaymen as well as material, experts, everybody to Nigeria, some other countries in order to demonstrate our expertise. First of all, let us look at these things. I have no objection to our rendering some service to the former colonial countries and coloured people areas, but, first of all, let us serve our people also.

There are North-Eastern States. Two years ago, Panditji said that he was going to develop that area. Later, his successor said, yes, we are going to link up 6-7 points so that the whole of the north area can be connected by railway. Not much mention has been made in the present budget. Why has my hon. friend forgotten all about it? I am glad he has remembered Malda that has to be reached and I am glad that it is going to be reached. But, surely, by the same token, indeed with a greater sense of urgency, he should have provided sufficient funds for the development of railway in North Eastern Frontiers. There, I blame not only

the Railway Minister but the whole of the government; it is a matter of national security that we are connecting all the Capitals of those States in North-Eastern States by railway; and it should not be narrow-gauge or metre-gauge; it should be broad gauge so that from all over India, it should be possible for people as well as goods to be sent to and from the North Eastern States.

Similarly about backward areas also, they promised to make some surveys. There was one which is very close to my place, a line from Nidubrolu to Nizamabad. Why? Because it is going to be a fish port. The World Bank has given a grant of one and a half crores of rupees and they are going to catch fish by motor-boats. How are they going to transport this fish, which would be caught in large quantities to Calcutta, a place which my hon. friend would like to serve with that fish, unless there is a railway line? His Deputy Minister was able to realise its importance. Therefore, he promised to make a survey last year. One year has passed. No mention at all is there; not even a survey. When, on earth, it is going to be materialise, I really do not know.

Now, coming to accidents, why do the accidents take place? Is it only because of nature? Is it only because of a bad permanent way? What about the railway wagons and underframes? Are they not in a shabby condition? What about the railway personnel, railway employees, officers and all those people? Sir, if you look into the Railway Budget, you will find that from year to year the working expenses ratio is going up like anything, the labour side of it is going up at top speed. And should they not be satisfied with that and then offer the best possible service to the nation? They do not seem to be doing their duty by the nation. I would like to make this appeal to the lowest man, the gangman, the lineman to perform their duty better. At one time they

were all casual labour. Now, most of them are accepted as permanent labour. They are provided with all the facilities from that stage, right up to the Railway Board Member, they are being treated in a *Khushi* manner, much more *Khushi* manner than the Members of Parliament and it is their minimum duty to see to it that these accidents do not take place. It is not for the Railway Minister to resign. Every one of them should consider it his personal duty—national duty—to see that there are no accidents at all. And whenever accidents take place they should be prepared to bow before there God, and bow their heads in shame. It is because of this kind of a thing that Shri Lal Bahadur Shastri felt so keenly that he resigns at that time. But it did not serve our purpose; because the morale of these people was not high enough. I hope that their morale would be raised depending on the manner in which right from the Railway Minister down to the gangman all of them begin to consider it as their national duty to give highest priority to seeing that accidents do not take place. Thank you.

MR CHAIRMAN: Shri Deen Bandhu Verma

श्री दीन बंधु वर्मा : (उदयपुर)

माननीय सभापति जी, मैं रेल मंत्री द्वारा सदन में प्रस्तुत बजट के प्रस्तावों का समर्थन करता हूँ। रेलवे मंत्री जी ने बजट के माध्यम से देश के अन्दर रेलवे नये आयाम कायम करे इस ओर अपनी जागरूकता का परिचय दिया है। उन्होंने राज्य सभा में यह स्वीकार भी किया है कि रेलवे पिछले वर्षों में नये आयाम कायम करने में सफल नहीं रही है, फिर भी जो स्थितियाँ हैं उनमें रेलवे मंत्री जी ने एक इन्ोवेशन तथा इमेजीनेशन वाला बजट दिया है और इसके लिये मैं उन्हें मुबारकबाद देना चाहता हूँ। माननीय सभापति जी

मैं सदन के सम्माननीय सदस्यों का समय उन मुद्दों पर नहीं लूंगा जिनकी ओर मेरे पूर्व सम्मानित वक्ताओं ने सदन का ध्यान आकर्षित किया है।

मैं माननीय मंत्री जी का ध्यान दो प्रमुख मुद्दों पर आकर्षित करना चाहूंगा और चाहता हूँ कि वे उस पर अवश्य चिन्तन करें।

14 अप्रैल 1951 को भारतीय रेलवे का नये सिरे से ग्रुपिंग किया गया था जो कि अब 9 भागों में विभक्त है। ये डिवीजन इसलिये बनाये गये थे कि उनमें लोकल टच एवम् लोकल रिसवान्सी-बिलीटी का विकास हो और इस तरह से इन डिवीजनों के जरिये हर क्षेत्र का ज्यादा से ज्यादा विकास हो। लेकिन जिन उद्देश्यों और सिद्धान्तों को लेकर इन डिवीजनों का निर्माण किया गया था वेन सिर्फ कामयाब हो रहे बल्कि और निराशा की भावना जनता में आई है। मैं यह आलोचना करने के लिये नहीं कह रहा हूँ परन्तु यह एक तथ्य है जिसको सदन के सामने रखना चाहता हूँ। 22 फरवरी, 1951 को तत्कालीन रेलवे मंत्री जी ने अपने बजट भाषण में स्पष्ट कहा था कि

"Regrouping should be given adequate weight....gross traffic."

1600 hrs

इन डिवीजनों का इसलिये गठन किया गया था ताकि रीजनल प्लानिंग हो सके और साथ साथ रीजनल डेवलपमेंट भी हो सके। लेकिन इनमें हमें जो योजनाएँ विकास में योगदान मिलना चाहिये था वह नहीं मिला।

देश में छठी योजना चल रही है लेकिन पिछली पाँच योजनाओं में राजस्व

[श्री दीन बंधु बर्मा]

के रेलवे विकास के नाम पर गत 1951 से लेकर आज तक 50 लाख रु० सालाना रेलवे के विकास के नाम पर दिया है और केवल अप्रैल 1981 तक 351.53 किलोमीटर मीटर गेज का निर्माण किया गया है। आज तक जितना रेलवे ने इन्वेस्टमेंट किया उसका 06 परसेंट हो राजस्थान में खर्च किया गया। इससे साफ जाहिर है जिन जोन्स का निर्माण क्षेत्रीय योजना एवं विकास के लिये किया गया था उसमें यह पद्धति बिल्कुल फल रही है। इतना बड़ा देश जिसका क्षेत्रफल 32,87,782 स्क्वियर किलोमीटर है उसमें रेलवे गत 36 सालों में कुल अब तक 61,230 किलोमीटर का जाल फैला पाई है। यह बिल्कुल साफ है कि योजनाओं की गति धीमी रही है आप जिस सिस्टम को लागू किया है उसका भलीभांति उपयोग नहीं किया गया है।

यह साफ जाहिर है कि जोन्स जिनको कि पौलिसी लिंक की तरह व्यवहार करना चाहिये था नहीं किया है। जोन्स जिनके मार्फत बैलस्ट रीजनल प्लानिंग होना चाहिये था नहीं हुआ है। इसके पीछे जो प्रमुख कारण रहा है वह यह है कि सरकार ने अभी तक इकोनामिक रीजन्स नहीं बताये हैं या परिभाषित नहीं किया है न उसने यह बताया है कि देश के वे कौन-कौन से हिस्से हैं जिनको कि विशेष तौर से विकसित करना है। इस संदर्भ में सदन को इस बात के लिये भी सूचित करना चाहूंगा कि न तो फिसक्ल कमीशन और न योजना आयोग ने ही रीजनल प्लानिंग के बारे में कुछ कहा है। रेलवे का जब सारा राष्ट्रीयकरण होने जा रहा था तब भी प्लानिंग कमीशन ने अपनी पहली रिपोर्ट में इस बात का जिक्र तक नहीं किया कि अलग-अलग क्षेत्रों का किस तरह से विकास किया जावे।

इन जोन्स का एक उदाहरण पेश करना चाहता हूं। बैस्टर्न रेलवे जोन्स के जो अधिकारी हैं वह किस तरह से डेवलपमेंट में रूचि रखते हैं इसका एक उदाहरण देता हूं। रेलवे मंत्रालय द्वारा जो मैप दिया गया है जिसमें चित्तोड़ उदयपुर रेलवे ट्रंक का कोई जिक्र नहीं है, और न उदयपुर से लेकर अहमदाबाद ट्रंक का जिक्र है। इसके साफ जाहिर है कि बैस्टर्न रेलवे जोन जो राजस्थान के विकास और रीजनल प्लानिंग के लिये बनाया गया था उसका किस तरह से प्लानिंग और विकास हो इसमें अधिकारियों का कोई इंटरेस्ट नहीं है। पदाधिकारी लोग चर्चगेट पर बैठकर सारा रेलवे का काम करते हैं। और जो उनकी गलतियां होती हैं उसका भुगतान रेलवे मंत्री को करना होता है। यह तो रेलवे मंत्री की जागरूकता है जिसके कारण जो बजट प्रस्तुत किया है उसमें नया आयाम कायम हुए हैं और हमें उनसे बड़ी आशायें हैं।

पौलिसी ऑप्टिमम अथवा फाइनेंशियल ऑप्टिमम की दृष्टि से देखा जाय तो जो ग्रुपिंग जिस दृष्टि से किया गया है उस सब पैमानों पर यह पद्धति फल रही है और इसके बारे में चिन्तन करके इसमें सुधार लाना चाहिये ताकि ज्यादा से ज्यादा क्षेत्र के लोगों को रेलवे के विकास से फायदा पहुंचे और संतुलित तरीके से हर क्षेत्र का विकास हो।

आखिर में कहना चाहता हूं कि सरकार को चाहिये वह इस बात का सर्वे करे कि कौन-कौन से क्षेत्र औद्योगिक व आर्थिक दृष्टि से विकसित हुए हैं और उनको मद्देनजर रखते हुए रेलवे जोन्स को पुनर्गठित करने की दिशा में सोचें। सरकार को इस बात का भी प्रयत्न करना चाहिये इन जोन्स में आपसी

व्यापारिक कम्पटीशन की भावना पैदा हो और एक तरह से प्राइवेट आर्गनाइजेशन की तरह काम करें।

मंत्री जी इस बात का प्रयास करें कि यह जोन्स वित्तीय दृष्टि से स्वतंत्र हों, यही नहीं उनका वित्तीय आधारों पर मूल्यांकन होना चाहिये और हर एक जोन के टारगेट निश्चित किये जाने चाहिये तथा हर एक का लाभ के आयाम (प्रोफिट टारगेट्स) निश्चित किये जाने चाहिये।

देश में जब कि औद्योगीकरण ने हलचल मचा रखी है और जनता हमारी सरकार से अपेक्षा करती है, ऐसी स्थिति पूर्व अनुभवों का लाभ उठाकर नये सिरे से आर्थिक एवं औद्योगिक दृष्टिकोणों को ध्यान में रख कर जोन्स को रीऑर्गनाइज करना देश के हित में होगा।

मैं माननीय मंत्री जी का इस बात के लिए शुकुगुजार हूँ कि उन्होंने एक बहुत ही डायनेमिक, क्रांतिकारी बजट पेश कर के देश की जनता में और हम सब में एक नयी जागृति पैदा की है। मैं उनको मुबारकवाद दता हूँ और विशेषतौर से सभापति महोदय, आपको कि आपने मुझे बोलने का समय दिया।

श्री चन्द्र पाल शैलानी (हाथरस) : माननीय सभापति जी, माननीय रेल मंत्री द्वारा रखी गई रेलवे की अनुदानों की मांगों का समर्थन करने के लिये मैं खड़ा हुआ हूँ। रेलवे हमारे देश का सबसे बड़ा उपक्रम है और राष्ट्रीय जीवन में इसका बहुत महत्व है।

जब प्राकृतिक विपदाएं आती हैं, चाहे बाढ़ हो, सूखा हो या साइक्लोन हो तो यही रेलगाड़ी उन लोगों को, जिनका सर्वस्व खत्म हो जाता है, घर डूब जाते

है, सूखे और बाढ़ से फसल मारी जाती है, उन्हें एक स्थान से दूसरे स्थान तक उनके जीवन की आवश्यक वस्तुएं पहुंचाती है।

पेश्तर इसके कि मैं डिटेल्स में जाऊं मैं यह निवेदन करना चाहता हूँ कि आजादी के बाद हमारी रेलवे ने आशातीत प्रगति की है। जब मैं बालक था तो उस वक्त स्टीम के इंजन चलते थे और डिब्बों की हालत इतनी खस्ता थी कि स्टीम का इंजन छुक-छुक करते-करते इतनी धीमी गति से चलता था कि हाथरस से कानपुर तक की दूरी 20-25 घंटों में तय की जाती थी। आज 35 साल में उन स्टीम इंजनों का स्थान डीजल इंजनों ने ले लिया और डीजल इंजनों का स्थान बिजली के इंजनों ने ले लिया है।

यह ठीक है, कुछ ब्रांच लाइनों पर, छोटी लाइनों पर आज भी स्टीम के इंजन चल रहे हैं। जहां मेरा होम टाउन है वहां छोटी लाइन है, मीटर गेज है वहां आज भी ऐसे इंजन चल रहे हैं, पता नहीं कब से बाबा आदम के जमाने के हैं। उनकी स्थिति यह है कि 10 किलो मीटर चलते हैं, फिर गाड़ी खड़ी हो जाती है। उनकी मरम्मत नहीं होती है। उनको जब बदल जायेगा, तब भी गाड़ी तेज रफ्तार से चल सकती है।

मैं अपनी सरकार को दाद दूंगा कि उन्होंने थर्ड क्लास को समाप्त कर दिया है और उसकी जगह सैकंड क्लास रखी है। पहले थर्ड क्लास में किसी प्रकार की सुविधा नहीं होती थी। यात्रियों के लिये पंखे नहीं थे, अच्छी सीटें नहीं थी। आज डिब्बों में पंखे भी हैं, सीटें भी हैं, टू टायर बर्थ भी हैं, और थ्री टायर बर्थ भी हैं। हर तरह की सुविधाएं हैं यही नहीं, एयरकंडीशन डिब्बे भी हैं।

[श्री चन्द्रपाल शैलानां।]

बहुत सी मीटरगेज लाइनों को ब्राड-गेज में परिणत किया जा रहा है, यह हमारी रेलवे की उपलब्धि है। जैसे जैसे समय बीतता गया है, हमारी रेलवे ने तरक्की की है और अभी भी वह तरक्की जारी है।

यह बात सही है कि रेलगाड़ियों में चोरी डकैती, स्त्रियों के साथ बलात्कार और कत्ल की घटनाएँ होती रहती हैं। आम तौर पर इस प्रकार की बातें हम अखबारों में पढ़ते रहते हैं और संसद् में भी इन सवालियों को उठाया जाता है। रेलवे में एक्सीडेंट भी होते रहते हैं। जहाँ तक एक्सीडेंट्स का सम्बन्ध है, मेरा सुझाव है कि एक हाई पावर कमीशन बिठाया जाए जो इस बात का पता लगाए कि एक्सीडेंट क्यों होते हैं और उनके कारण क्या हैं। इस सम्बन्ध में कभी तो कर्मचारियों को दोषी ठहराया जाता है, कभी तोड़-फोड़ बताई जाती है और कभी कोई दूसरा कारण बताया जाता है। मैं समझता हूँ यह एक बहुत गम्भीर मामला है क्योंकि इसमें हजारों लोगों की जानें चली गई हैं। आपको इसकी ओर विशेष ध्यान देना चाहिए।

जैसा कि और भी बहुत से लोगों ने यहां पर कहा है, मैं भी निवेदन करना चाहूंगा कि रेलवे में जो चोरियाँ होती हैं उनको रोकने के लिए आर० पी० एफ० और जी० आर० पी० में आमूलचूल परिवर्तन करने की आवश्यकता है। आर पी एफ का यह कर्त्तव्य है कि वह यात्रियों की रक्षा करे, रात को पहरा दे लेकिन जैसा हम देखते हैं, वे लोग फर्स्ट क्लास के कारीडोर में जाकर सो जाते हैं। यदि मैं यह कहूँ कि वह चोरियाँ और डकैतियाँ

रेलवे में आर० पी० एफ० की मिली-भगत से होती हैं तो यह कोई गलत बात नहीं होगी।

मंत्री जी से मेरी यह भी शिकायत है कि गाड़ियाँ बहुत लेट चलती हैं। खास तौर से बंगाल और बिहार की तरफ से चलने वाली गाड़ियाँ बहुत लेट चलती हैं। आसाम मेल का तो भगवान ही मालिक हैं, वह 14-14 घंटे लेट रहती है। पैसेंजर्स उस गाड़ी को पकड़ने के लिए स्टेशन पर दिन-दिन और रात-रात पड़े रहते हैं फिर भी उस गाड़ी का पता नहीं रहता है। इन बातों के कारण जनता का विश्वास रेलवे से उठता जा रहा है। मंत्री महोदय से मेरा अनुरोध है कि जनता के विश्वास को फिर से कायम करने के लिए गाड़ियों को समय से चलाने की व्यवस्था की जाए।

जहाँ तक रिजर्वेशन का सम्बन्ध है, उसमें भी बड़ी घपलेबाजी चलती है। बोनाफाइड पैसेंजर्स को तो बर्थ मिलती नहीं लेकिन कन्डक्टर्स पैसे लेकर, जिनके पास कोई रिजर्वेशन नहीं होता है, उनको बर्थ दे देते हैं और इस प्रकार से अवैध धन कमाते हैं। इस सम्बन्ध में भी मंत्री जी को कदम उठाने चाहिए।

जहाँ तक केटरिंग का सम्बन्ध है, 1977 से पहले जबकि कांग्रेस की सरकार थी, उस समय इस कार्य के लिए कोऑपरेटिव सोसायटीज़ को प्रोत्साहन दिया जाता था और उनके ऊपर यूनिट्स की कोई लिमिट नहीं रखी गई थी। लेकिन जनता शासन चूँकि पूँजीपतियों का समर्थक था, दलालों का समर्थक था अतः उन दलालों को खुश करने के लिए उसने स्टेशन पर चाहे इंडिविजुअल हो या कोऑपरेटिव सोसायटी हो—दोनों के लिए 6 यूनिट्स की लिमिट लगा दी। आपको पता होगा एक कोऑपरेटिव सोसायटी में

सौ सवा सौ आदमी रहते हैं, इस प्रकार से दर्जनों परिवारों का भरण-पोषण उससे होता है परन्तु उनको भी 6 यूनिट्स ही मिलते हैं और इडिविजअल को भी 6 यूनिट । मैं और मेरे जैसे बहुत से लोग इस सम्बन्ध में मंत्री जी से लिखा-पढ़ी कर रहे हैं लेकिन रेलवे बोर्ड इसकी तरफ कोई तवज्जह नहीं दे रहा है । मेरा निवेदन है कि इस लिमिट को समाप्त किया जाना चाहिए । अगर कोई कोआपरेटिव सोसायटी बोगस हो तो उसकी जांच कराई जाए और उसका रजिस्ट्रेशन समाप्त किया जाए और उसके खिलाफ कानूनी कार्यवाही की जाए ।

सभापति जी, अब मैं कुछ बातें अपने क्षेत्र के बारे में कहना चाहता हूँ । मैं बुक स्टाल्स के संबंध में मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ । कल ही हमारे साथी श्री चन्दूलाल चन्द्राकर जी ने बेरोजगारी से संबंधित प्रस्ताव पेश किया है । मैं यह कहना चाहता हूँ कि जितने भी बुक स्टाल्स हैं, वे शिक्षित बेरोजगार खास तौर से कम-जोर वर्ग और शैड्यूल्ड कास्ट तथा शैड्यूल्ड ट्राइब्स के लोगों को देने चाहिए । आज कल भी बहुत से बुक स्टाल्स ऐसी कम्पनियों द्वारा चलाए जा रहे हैं, जो अंग्रेजों के जमाने से चले आ रहे हैं । जिनकी कि मोनोपाली है । मैं चाहता हूँ माननीय मंत्री महोदय इसको गम्भीरता से लें और हर स्टेशन्स पर अनएम्प्लायड ग्रेजुएट्स हैं, शिक्षित बेरोजगार हैं उन लोगों को दिए जाने चाहिए और मोनोपाली को समाप्त किया जाना चाहिए ।

हाथरस उत्तर भारत का एक प्रमुख, व्यापारिक केन्द्र है । वहां कपड़ा, गल्ला किराना, बर्तन, दवायें और स्त्री की सुप्रसिद्ध मंडी है । इस नगर के व्यापारी और

अन्य यात्री रोजाना बड़ी संख्या में बम्बई, सूरत, अहमदाबाद बड़ौदा, हावड़ा आदि नगरों को आते जाते हैं । दुःख है कि इतना बड़ा व्यापारिक केन्द्र किसी भी मेन रेल लाइन से जुड़ा हुआ नहीं है । हाथरस से दस किलोमीटर की दूरी पर हाथरस जंक्शन है । वहां हर गाड़ी नहीं रुकती है और रिजर्वेशन की भी कोई खास सुविधा नहीं है । छोटी-छोटी गाड़ियों में एक-एक, दो-दो सीट के रिजर्वेशन की सुविधा है । हाथरस से मथुरा 35 किलोमीटर की दूरी पर है और आगरा 45 किलोमीटर की दूरी पर है । वहां के व्यापारियों को बड़ौदा, सूरत, अहमदाबाद बम्बई जाने के लिए मथुरा और आगरा का सहारा लेना पड़ता है । इस संबंध में मैं आपसे निम्नलिखित निवेदन करना चाहता हूँ :

1. दिल्ली से मथुरा जंक्शन होकर अहमदाबाद जाने वाली सर्वोदय एक्सप्रेस में 10 शायिकायें (मथुरा जं० से) हाथरसवासियों के लिए आरक्षित की जायें, जिसकी आरक्षण व्यवस्था हाथरस सिटी स्टेशन पर हो ।

2. दिल्ली से मथुरा जंक्शन होकर बम्बई जाने वाली फ्रन्टियर मेल या डीलक्स एक्सप्रेस में 6 शायिकायें (मथुरा जं० से) हाथरस के लिए आरक्षित की जायें और इनकी आरक्षण व्यवस्था हाथरस सिटी स्टेशन पर हो ।

3. हाथरस जंक्शन जो मुख्य शहर से लगभग दस किलोमीटर दूर है यहां से हावड़ा की ओर जाने वाली कुछ गाड़ियों में उचित शायिकाओं के आरक्षण की व्यवस्था की जाए, परन्तु इनका आरक्षण शहर में स्थित हाथरस किला स्टेशन द्वारा होना चाहिए । जिससे नगरवासियों को पूरी सुविधा मिल सके ।

[श्री चन्द्रपाल शैलानी]

4. हाथरस किला से दिल्ली जंक्शन तक प्रातः काल एक गाड़ी चलाने की व्यवस्था की जाये, जो शाम को दिल्ली से चल कर रात्रि तक हाथरस किला वापिस आ जाये। आजकल जो एक गाड़ी अलीगढ़ जंक्शन से दिल्ली जाती है, उसे ही हाथरस किला तक बढ़ा दिया जाए।

5. हाथरस किले से एक गाड़ी अलीगढ़ जंक्शन होकर मुरादाबाद तक चलाई जाये। जो कि प्रातः काल हाथरस से चलकर दोपहर को वहां पहुंचे व वहां से चल कर रात्रि तक हाथरस वापिस आ जाये। इससे हाथरस में कपड़ा, बर्तन तथा गल्ला आदि के व्यापारियों को एक ऐसी सीधी गाड़ी मिल जाएगी जिससे सुबह जाकर रात्रि को सीधे वापिस आ सकते हैं।

सभापति महोदय : पालिसी प्वाइंट रखें। बाकी मंत्री महोदय को लिख कर दी जा सकती है।

श्री चन्द्र पाल शैलानी : हाथरस जंक्शन पर बड़ी रेल गाड़ियों से मिलाने के लिए हाथरस किला से तीन डिब्बों के शैटल गाड़ी को निश्चित रूप से चलाए। उन्नीस आरक्षण सुविधा से हाथरस व जिला अलीगढ़ के ही नहीं बल्कि जिला ऐटा, बुन्दशहर, बरायूं आदि भी लाभान्वित होंगे।

इसके साथ ही मैं यह कहना चाहूंगा कि अलीगढ़ एक प्रमुख व्यापारिक एवं शिक्षा का बड़ा केन्द्र हैं। वहां जी० टी० रोड पर एक फाटक है। रामघाट रोड पर एक फाटक है और एक फाटक मथुरा-बरेली सड़क पर स्थित हाथरस जंक्शन स्टेशन के पास है। वे फाटक चार-चार,

पांच-पांच घंटे तक बन्द रहते हैं, इसकी वजह से रोड का ट्रैफिक बन्द रहता है। वहां बड़ी परेशानी होती है। तीन-तीन चार-चार रेल, गाड़ियां निकल जाती है लेकिन फाटक नहीं खुलते हैं। मैं माननीय मंत्री महोदय से निवेदन करूंगा कि उत्तर प्रदेश की सरकार से बात करके वहां ओवर-ब्रिज बनाए जायें, जिससे वहां के लोगों की समस्या का समाधान हो सके और फाटक चार-चार, पांच-पांच घंटे तक बन्द न रहे।

एक निवेदन मैं यह करना चाहता हूं— पूर्वोत्तर रेलवे पर कोई लम्बी गाड़ी नहीं चलती है। सिर्फ एक गाड़ी आगरा-फोर्ट से लखनऊ-काठगोदाम की तरफ चलती है। मेरा निवेदन है कि यात्रियों की सुविधा को देखते हुए गोरखपुर से अजमेर तक तथा लखनऊ से अहमदाबाद तक पूर्वोत्तर रेलवे पर लम्बी लाइन की गाड़ी इंट्रोड्यूस (चलाई) की जाय।

इन शब्दों के साथ मैं आपको, सभापति जी, धन्यवाद देता हूं, आप ने मुझे अपनी बात कहने का मौका दिया।

MR. CHAIRMAN: Hon'ble Members are requested to be as brief as possible because there are so many names here to go through and the time is limited. I would once again request all of you to come to the pertinent points only. Repetitions do not do any good. If there is any long detail, kindly pass it on to the hon. Minister later.

श्री सत्यनारायण जटिया : (उज्जैन)
सभापति महोदय, मैं आपका बहुत आभारी हूं आपने मुझे रेलवे की मांगों पर अपने विचार प्रकट करने का मौका दिया है

श्री एन. रामगोपाल रेड्डी : (निजामाबाद) समय दिया।

श्री सत्यनारायण जटिया: ठीक है समय दिया।

चर्चा हो रही है उसमें बार-बार अनेक सदस्य अपने क्षेत्र की समस्याओं के बारे में रेल मंत्री जी का ध्यान आकर्षित कर रहे हैं। रेल मंत्री तो अस्थायी होते हैं। लेकिन रेल मंत्रालय स्थायी होता है। रेल मंत्रियों के आने और जाने से नीतियों में कुछ फर्क जरूर पड़ता है, लेकिन कार्यकलापों में कोई फर्क नहीं पड़ता है। पिछले समय में आपको यह अनुभव हुआ होगा कि हमारी यात्री रेलगाड़ियां मालगाड़ियों के पीछे चलती थीं लेकिन हमारे नये रेल मंत्री के आने के बाद इसमें सन्देह नहीं है कि कुछ परिवर्तन हुआ है। उन्होंने इन्सान और माल में फर्क समझा है। इसलिए मैं समझता हूँ कि हमारे नये रेल मंत्री इन्सानों की बेहतरी के लिए, बेहतर सुविधाओं के लिए निश्चित रूप से ध्यान देने की कृपा करेंगे।

रेलों के सम्बन्ध में कहा गया है कि रेलें हमारे राष्ट्र की जीवन-रेखा है। हमारे राष्ट्र की यह जीवन रेखा हमारे दैनिक जीवन से जुड़ी है क्योंकि आज जिस प्रकार से रेलें चलती हैं, जिस प्रकार से एक्सीडेंट्स होते हैं, उनसे रेलों में यात्रा करने वालों के मन में यह डर लगा रहता है कि पता नहीं कब हमारी जीवन-लीला समाप्त हो जायेगी। मैंने आज ही समाचार पत्र में पढ़ा है—झांसी से बैठने वाली एक महिला का आगरा में आ कर मर्डर हो गया। वह अपने पिता के यहां से चली थी। उसके पिता एक इंजीनियर थे। इस प्रकार की दुर्घटनायें लगातार होती हैं तो यात्रा करने वाले के मन में सन्देह हो जाता है कि पता नहीं वह अपने गन्तव्य स्थान पर पहुंच भी सकेगा या रास्ते में ही रह जाएगा ?

हमें इसके लिए पर्याप्त सुरक्षा उपाय करने चाहिये ताकि जनता के मन में रेलों के प्रति सुरक्षा का विश्वास पैदा हो सके। आप सुपरफास्ट ट्रेन्ज यात्रियों की सुविधा के लिए चलाते हैं, उनमें भी सुरक्षा का उतना प्रबन्ध होना चाहिये जिससे आदमी को विश्वास हो सके कि वह अपने गन्तव्य स्थान पर पहुंच सकेगा। हावड़ा में अभी हाल में जो रेल दुर्घटनाएं हुई हैं उस में क्या लापरवाही हुई है या क्या भूल हुई है पूरी जांच होनी चाहिए। तथा उसके बाद आवश्यक कदम उठाए जाने चाहियें। इस तरह की घटनायें हमेशा होती रहती हैं और उनका क्रम थमता नहीं है। यदि इस ओर विशेष ध्यान नहीं दिया गया तो जो सुविधायें आप आम जनता को उपलब्ध कराते हैं, उनका कोई लाभ नहीं होगा।

रेलें ऐसा साधन है जिनके जरिए आम आदमी यात्रा करना चाहता है। आज हमारे राष्ट्र में औसत व्यक्ति की आय गरीबी की रेखा के नीचे हैं, उसके पास यात्रा करने का इसके सस्ता कोई दूसरा साधन नहीं है। लेकिन रेलगाड़ियों की आज जो दशा है—डिब्बे में खिड़कियां ठीक नहीं हैं, कहीं खिड़की है तो कांच नहीं मिलेगा। जो दूसरी प्रसाधन की सुविधाएं हैं—उनमें पानी नहीं मिलता है। जब आदमी लम्बा सफर करेगा तो पानी नहीं मिलेगा, तो वह कहां से पानी लाएगा। पिछले साल हम पांच-पांच मेम्बर्स पटना से हावड़ा के लिए यात्रा कर रहे थे। हमारे लिए रेल में ऐसा डिब्बा जोड़ दिया गया जो पूरा डिब्बा 'स्मैश' हो गया। यदि हम बच गये तो केवल भगवान की कृपा से बच गये। रेल मंत्री जी का यह कर्तव्य है

[श्री सत्यनारायण जटिया]

कि वह देखें कि जो डिब्बे गाड़ियों में चलते हैं उनके रखरखाव की ठीक व्यवस्था है, उनका मेन्टेनेन्स ठीक ढंग से हो रहा है। इस तरफ आपके विशेष ध्यान देने की आवश्यकता है।

हमारे माननीय सदस्यों ने अभी बहुत सी बातें आप के सामने रखी हैं। हम यहां पर अपनी बात ही रख सकते हैं, जनता की कठिनाइयों की तरफ आपका ध्यान दिला सकते हैं, इसके अलावा हमें कोई अधिकार नहीं है, कोई दूसरा रास्ता नहीं है। अधिकारियों को पत्र लिखते हैं, तो कभी-कभी उनका जवाब आ जाता है कि आपका पत्र मिला। यह तो जरूर आ जाता है कि आपका पत्र मिला किन्तु हमारे पत्र पर क्या कार्य-वाही की गयी, इसकी हमें जानकारी नहीं मिलती। मैं रेल मंत्री जी से अपने क्षेत्र के लोगों को ले कर मिला था। इन्दौर मध्यप्रदेश का सबसे बड़ा औद्योगिक शहर है। इन्दौर से दिल्ली के लिए एक गाड़ी चलायी जानी चाहिए। इस संबंध में वहां के लोगों में एक याचिका समिति की भी दो। याचिका समिति ने भी यह सिफारिश की है कि इन्दौर और दिल्ली के बीच गाड़ी चलायी जानी चाहिए। इन्दौर में टर्मिनल फेसिलिटीज हैं। इन्दौर एक बड़ा शहर है और औद्योगिक दृष्टि से भी मध्यप्रदेश का सबसे बड़ा शहर है किन्तु रेल की सारी सुविधाएं न होने से जनता को जो सारे लाभ मिल सकते हैं वे नहीं मिल पा रहे हैं। इसलिए इस बारे में रेल मंत्री जी को देना चाहिए। इसके बारे में रेल मंत्री जी के सोचने का तरीका क्या है, इसको हम कैसे जाने। हमारी जो बात मुनासिब और सही भी होती है वह भी रेल

मंत्री जी और रेल मंत्रालय द्वारा नहीं मानी जाती है। जो भी हम लोगों के द्वारा कंट्रोलिंग दिये जाते हैं, उसके बारे में हम कभी उम्मीद नहीं कर सकते कि उनको स्वीकार किया जाएगा। हमारे यहां कहने या न कहने का कोई मतलब ही नहीं होता अगर हमारी कोई भी बात न मानी जाए। आखिर हम भी देश हित में बात करते हैं, कोई व्यक्तिगत हित की बात नहीं करते हैं। रेल मंत्री जी को हमारी बातों पर बहुत संज्ञे से ध्यान देना चाहिए।

रेलों और स्टेशनों पर खान-पान की व्यवस्था का भगवान ही मालिक है। गाड़ियों में या स्टेशनों पर जब यात्रियों को खाना खाने पर मजबूर होना पड़ता है तभी वे खाना खाते हैं। वहां पर पता नहीं कौन-कौन से आदमियों को आप ठेका देते हैं। मैंने सुना है कि वे ठेके फिर तोलाकर कर दिये जाते हैं। वहां पर इस चीज को कोई रोकने वाला नहीं है। रेल मंत्री जी को इसमें बहुत सुधार करने का गुंजाइश है। आप बेशक खाने की थोड़ा-सा मुनासिब चार्ज बढ़ा दीजिए लेकिन खाना तो अच्छा दीजिए। यह न हो कि खाना खाने से ही आदमी मर जाए। एक तो आदमी भूख से मरता है, अगर खाने से भी मरे तो क्या फर्क रह जाता है। कुछ लोग खाने के लिए जिन्दा हैं और कुछ लोग जिन्दा रहने के लिए खाना खाते हैं। जो जिन्दा रहने के लिए खाते हैं, कम से कम उनको तो अच्छा खाना मिले। ऐसी स्थिति में खान-पान की स्थिति में सुधार बहुत आवश्यक है।

डिपार्टमेंट द्वारा जो ठेके दिए जाते हैं, वे ठीक से चले इस पर आपका नियंत्रण होना चाहिए। मैं यह नहीं कहता कि

आपके डिपार्टमेंट में सभी बातें ठीक नहीं हैं, कुछ बातें अच्छी भी होंगी लेकिन अभी तक जो खाने-पीने की व्यवस्था है इसको ठीक-ठाक करने की बहुत आवश्यकता है। इसकी क्वालिटी ठीक करने की बड़ी जरूरत है। इस पर ध्यान दिया जाना चाहिए।

जहाँ तक सुविधाओं का मामला है, एक गाड़ी अवध एक्सप्रेस लखनऊ से कोटा तक जाती है। इसको रतलाम तक बढ़ाने की बहुत आवश्यकता है ताकि नागदा औद्योगिक नगर के रहने वाले लोगों को इसका लाभ मिल सके। हमने पहले भी आपको कहा था कि यह बहुत जरूरी है। अतः इस पर आप ध्यान दीजिए। ऐसे ही गुना और उज्जैन के बीच जो गाड़ी चलती है, उसका कोई विशेष उपयोग नहीं है। वह 21 घंटे तक उज्जैन में पड़ा रहती है। हमने इसको इन्दौर तक बढ़ा देने के लिए कहा था। अगर यह गाड़ी तीन-चार घंटे और चल जाती है तो भी इसके मैनटीनेंस के लिये पर्याप्त समय बच रहता है। अतः इस गाड़ी को आप इन्दौर तक बढ़ा दीजिए। रेल मंत्रालय कहता है कि इन्दौर उज्जैन के बीच इस रास्ते पर बहुत सारी बसें चलती हैं। अगर यही दृष्टिकोण ले कर चलना है तो फिर रेल सेवाओं और रेल डिपार्टमेंट की क्या आवश्यकता है। आशा है आप मेरे इस सुझाव को मानेंगे।

सर्वोदय एक्सप्रेस का नाम सर्वोदय हो सकता है लेकिन सब के लिए इसका उपयोग नहीं होता। यह गाड़ी अहमदाबाद से निकलने के बाद बड़ौदा तक दो-तीन जगहों पर रुकती है। किन्तु रतलाम से निकलने के बाद इस गाड़ी को नागदा पर नहीं रोकना पड़ा

है। इसलिए नागदा औद्योगिक नगर के लोगों को इसका लाभ नहीं मिल पाता। उज्जैन में तो इस गाड़ी में रिजर्वेशन का कोटा है लेकिन नागदा पर न रुकने के कारण इसका लाभ नहीं होता। इस से उज्जैन से यात्रा करने वालों को एक लम्बा सफर करके रतलाम पहुँचना होता है। इसलिए मेरी मांग है कि इस गाड़ी को नागदा पर भी रोकना चाहिए। कहा जाता है कि यह सुपर-फास्ट ट्रेन है। लेकिन गुजरात में यह गाड़ी तीन-चार स्थानों पर रुकती है और वह इसलिए रुकती है वहाँ के लोग आन्दोलन के द्वारा मांग करते हैं और हमारी मांग इसलिए नहीं मानी जाती क्योंकि हम आतिथ्यपूर्ण तरीके से मांग करते हैं। इसलिए हमारा आग्रह है इस पर मंत्री महोदय विचार करें।

जब माननीय सेठी जी रेल मंत्री थे तो मध्यप्रदेश के लोगों की बड़ी आकांक्षा थी कि और उम्मीद थी कि वहाँ के लिए रेलों के मामले में उनकी बहुत-सी आकांक्षाएं पूरी की जाएंगी।

किन्तु मंत्रियों के बदलने की रफ्तार तेज है। पता नहीं कैसे काम हो सकेंगे। मेरा सुझाव है कि जितनी जल्दी अच्छे कामों को पूरा किया जाए उतना जनता के लिए लाभप्रद होगा।

उज्जैन, नागदा, देवास, इन्दौर यह सारा इंडस्ट्रियल एरिया है। इन नगरों के लिये रेल सुविधाओं को सुचारू बनाया जाना बहुत आवश्यक है। आशा है इस बारे में ध्यान दिया जायेगा।

इंदौर और उज्जैन औद्योगिक नगर हैं। इनके बीच में मीटर गेज और

[श्री सत्यनारायण जटिया]

ब्राडगेज दोनो ट्रैक है। लेकिन इनका उपयोग नहीं हो पा रहा है। इन दोनो शहरों के बीच में कोई फास्ट ट्रेन या शटल सर्विस शुरू की जाए जो सवा घंटे में इंदौर उज्जैन की दूरी तय करे। इससे यहां के निवासियों को बहुत लाभ होगा।

खण्डवा से अजमेर मीटरगेज गाड़ी चलती थी। अजमेर, पुष्कर तीर्थ स्थान है।

श्री एम० राम गोपल रेड्डी : वह तो हैदराबाद से आती थी मीनाक्षी एक्स-प्रम।

श्री सत्यनारायण जटिया : उसको रोक कर चित्तोडगढ़ टर्मिनल कर दिया गया है। इससे काफी असुविधा हो रही है। इस गाड़ी को पूर्ववत् चलाया जाये।

महू से चित्तोडगढ़ के बीच में जो गाड़ी चलती थी उसका समय बदल दिया गया है जो सुविधाजनक नहीं है। इसका समय पूर्ववत् किया जाना चाहिये।

रेलवे विभाग जनप्रतिनिधियों के सुझावों को मानने के लिये तैयार नहीं है। इन सुझावों पर विचार किया जाना चाहिए।

नीमच, चित्तोडगढ़ और कोटा के बीच में ब्राडगेज लाइन का काम चल रहा है। यह सीमेंट उत्पादन का महत्वपूर्ण क्षेत्र है। कई सीमेंट फैक्ट्रीज है और नई सीमेंट फैक्ट्रियां भी खोली जानी हैं। इसलिये मेरा सुझाव है कि इस कार्य को शीघ्र पूर्ण किया जाना चाहिये। नीमच में सी० आर० पी० का सेंटर भी है। इसलिये नीमच और रतलाम के बीच के टुकड़े को यदि ब्राडगेज कर दिया

जाये तो इस औद्योगिक क्षेत्र का पूर्ण विकास हो सकेगा। या कोई पैरेलल ब्राडगेज लाइन दे दी जाए। रतलाम-इंदौर के बीच ब्राडगेज रेल लाइन का निर्माण किया जावे। इसी तरह से इंदौर से नागदा, रतलाम, नागदा, उज्जैन, देवास और इंदौर एक सरकुलर ट्रेन चलाई जा सकती है यदि इस ट्रैक को ब्राडगेज कर दिया जाए। ये सब औद्योगिक नगर हैं इसलिये इनके विकास के लिये यह कार्य बहुत आवश्यक है।

ब्रिजेज का मामला राज्य सरकारों का है। राज्य सरकारों से जब बात की जाती है तो जवाब मिलता है कि केन्द्र सरकार को लिख दिया गया है। नागदा जंक्शन है जहां पर एक तरफ औद्योगिक बस्ती है और दूसरी तरफ शहर है। यहां लोगों का आना जाना लगा रहता है और कब कोई व्यक्ति ट्रेन से कुचल कर मर जाएगा कहा नहीं जा सकता। इसलिये ओवर ब्रिज का निर्माण बहुत आवश्यक है। इसी प्रकार नीमच महू प्रमुख सड़क राजमार्ग है। यहां पर भी पुल न होने के कारण घंटों बसें और ट्रक खड़े रहते हैं। इससे डीजल जलता रहता है। यह राष्ट्रीय नुक्सान है। इंदौर, उज्जैन में यातायात असुविधाओं को दूर करने के लिये और लोगों की सुविधा के लिये इस ओवर ब्रिजेज का निर्माण भी आवश्यक है।

अन्त में मैं रेलवे कर्मचारियों के बारे में अपनी बात कहकर समाप्त करता हूं। रेलवे विभाग का कर्मचारी जो सारा जीवन रेलवे विभाग की सेवा करता है सेवा निवृत्ति के समय उसे आशा रहती है कि उसके परिवार के एक आदमी को विभाग की सेवा में ले लिया जायेगा। ऐसा नियम है लेकिन इस नियम का कहीं

पालन नहीं किया जा रहा है। इस बारे में भी ध्यान देने की आवश्यकता है।

इसी प्रकार विभाग ने दो श्रम संगठनों को मान्यता दे रखी है। भारतीय रेल मजदूर संघ ने अपना दावा प्रस्तुत किया हुआ है, लेकिन वेरीफिकेशन नहीं किया जा रहा है। मेरा अनुरोध है कि शीघ्र वेरीफिकेशन करवा कर इस संगठन को मान्यता प्रदान की जानी चाहिए।

सुपर फास्ट गाड़ियां चलाई जा रही हैं पर उसमें आम आदमी के लिये कोई स्थान नहीं है। सिर्फ एक या दो अनरिजर्वड बोगी लगाई जाती है। अब डबल इंजिन लगाने की योजना है तो मेरा अनुरोध है कि इन अनरिजर्वड बोगियों की संख्या भी बढ़ाई जानी चाहिये जिससे आम आदमी को सुविधा मिल सके।

इन शब्दों के साथ मैं आशा करता हूँ कि मेरे सुझावों पर ध्यान दिया जाएगा।

श्री रामनगीना मिश्र (सलेमपुर) : आपने कहा है, कि समय बहुत कम है। समयाभाव के कारण मैं ठीक से शिष्टाचार का भी निर्वाह नहीं कर पा रहा हूँ। मौजूदा रेल मंत्री जी के सम्पर्क में हम लोग भी रहते हैं इसलिये मालूम है कि ये बड़े निर्भीक, कर्मठ और अनुभवी हैं और कोई भी फैसला करने में देरी नहीं करते हैं। अभी हाल ही में जो रेलवे में इन्होंने परिवर्तन किया वह कोई कम साहस का कार्य नहीं था। हमें पूर्ण विश्वास है कि मंत्री जी अपने काल में उचित फैसले करेंगे और उन पर रेलवे की तरफ से शीघ्र अमल होगा। पूर्ववक्ताओं ने जो बातें कहीं हैं उनमें सब कुछ आ चुका है।

मैं सिर्फ अपने क्षेत्र से सम्बन्धित कुछ बातें मंत्री जी के सामने प्रस्तुत करना चाहता हूँ।

मैं यह जानना चाहता हूँ कि भू० पू० रेल मंत्रियों ने जो प्रोजेक्ट स्वीकार किए थे, वे पूरे होंगे या उनको छोड़कर नए प्रोजेक्ट लिये जायेंगे? मैं समझता हूँ, अच्छा तो यह होगा कि जितने भी प्रोजेक्ट मंत्रालय द्वारा स्वीकार किये गये हैं, पहले वे पूरे हो जायें और बाद में ही नए प्रोजेक्ट लिये जाएं। देखने में यह आता है कि यदि कोई प्रोजेक्ट 6 करोड़ का है तो उस पर पचास लाख खर्च कर दिया गया है लेकिन उसके साथ ही दूसरा 4 करोड़ का प्रोजेक्ट सैंक्शन कर दिया गया और उस पर भी एक लाख खर्च कर दिया। नतीजा यह होता है कि दोनों में से कोई भी प्रोजेक्ट पूरा नहीं होता है।

हमारे यहां जनपद देवरिया में उत्तर प्रदेश और बिहार को जोड़ने के लिये गण्डक नदी पर पुल निर्माण का कार्य स्वीकृत हुआ और आठ साल हो गए जब हमारी प्रधान मंत्री जी ने उसका शिलान्यास किया था। आठ साल पहले करोड़ों रुपया खर्च हुआ और कुछ सामान वहां भेजा गया और फिर इसे वापिस किया गया। पिछले तीन साल से जब रेल बजट आता है तो हमें आश्वासन मिलता है कि इस पुल का निर्माण हो जायेगा। सबसे बड़ी दुख की बात यह है कि जब देश का राजा जिसके हाथ में देश की बागडोर है, वह कोई काम शुरू कर दे और वह पूरा न हो तो जनता का विश्वास उठने लगता है। आज हमारे जनपद की हालत आपको पता नहीं है। लोग समझते हैं और शक करने लगे हैं कि जिस पुल का शिलान्यास हमारी प्रिय नेता देश की प्रधान मंत्री जी ने किया, क्या रेल

[श्री राम नगना मिश्र]

मंत्रालय उस पर गौर करेगा ? मैं चाहता हूँ कि रेल मंत्री जी अपने उत्तर में इस बात का अवश्य स्पष्टीकरण करें। इस बात का भी उल्लेख करें कि छितौनी पर रेलवे पुल बनाने के लिये इस बजट में कितनी राशि का समावेश किया गया है ? इसी प्रकार बनारस से भटनी तक दो-तीन साल पहले बड़ी लाइन का प्रावधान किया गया था। इसके लिये 10 लाख का बजट में प्रावधान कर दिया गया लेकिन काम अधूरा रहा। इसके पूरा न होने से सारा पूर्वांचल अस्त-व्यस्त हो गया। छपरा और गोरखपुर से लखनऊ तक जाने के लिये बड़ी रेल लाइन बन गई किन्तु बनारस से भटनी तक नहीं बन सकी। इतनी मन्द गति से काम हो रहा है कि पता नहीं कितने साल लग जायेंगे ? बहुत सोच-समझकर यह प्रोजेक्ट स्वीकार किया गया है। मैं चाहूंगा कि मंत्री जी अपने भाषण में इसका अवश्य स्पष्टीकरण करें। वह कब तक बन कर तैयार होगी, और इस बजट में कितना खर्च होगा ? दो साल पहले रेलवे बजट में समावेश हुआ, पैमाइश हुई, आप अपनी फाइल में देखेंगे हमें लिख कर मिला कि देवरिया से पडरौना होते हुए छितौनी तक रेलवे लाइन बनेगी। 15 करोड़ रु० शायद उस पर खर्च होना था। सारा काम हो गया कागज पर, किन्तु साल भर से पता नहीं वह काम कब शुरू होगा, होगा भी कि नहीं ? यह बहुत पुराना प्रोजेक्ट है। मंत्री जी स्पष्ट करें कि देवरिया से पडरौना तक रेलवे लाइन जो स्वीकार की थी वह कब तक बनेगी, कितना बजट उसके लिये मंजूर किया गया है, और बनेगी कि नहीं, यह साफ होना चाहिये क्योंकि लोगों को शक हो गया है क्या छितौनी की तरह से जहाँ पर शिलान्यास हो चुका है वह तो बनी ही नहीं, इस

का तो खर्च बजट में भी आया है; वह रेल लाइन बनेगी कि नहीं ? यह 10, 20 साल पहले से बन रही है, और यह वह स्थान है जहाँ भगवान बुद्ध का जन्म स्थान कुशीनगर पड़ता है। सारे विश्व के लोग उधर दर्शनार्थ जाते हैं इसीलिये इस लाइन को स्वीकृति दी थी।

गत सेशन में मैंने अपने बजट भाषण में कहा था कि देवरिया जनपद से बिल्थरा रोड की दूरी 60 किलोमीटर है, वहाँ कोई यातायात का साधन नहीं है। बिल्थरा रोड से बलिया तक लाइन दी जाय यह हमने मांग की थी और हमें जबाब दिया गया कि अगले वर्ष के बजट में इसका समावेश किया जायगा। आप अपनी फाइल देख लें। बड़ी कृपा होगी यदि आप बिल्थरा रोड से बलिया तक रेलवे लाइन का प्रावधान कर दें।

देवरिया रेलवे स्टेशन पर जो रेल फाटक है उस पर लोगों को 2, 3 घंटे रुकना पड़ता है और सारा यातायात अस्तव्यस्त हो जाता है। उत्तर प्रदेश सरकार ने स्वीकृति दी है और मांग की है तथा कहा है कि नियमतः जो स्टेट को खर्च देना होता है उसको प्रदेश सरकार देने को तैयार है। मैं चाहूंगा देवरिया में रेलवे ओवर ब्रिज जरूर बनाया जाय।

जब माननीय सेठी जी और उसके पहले पांडे जी रेल मंत्री थे सवाल उठा हमारे यहाँ बड़ी लाइन नहीं थी, छोटी लाइन थी। उस समय रेलों की संख्या अधिक थी। लेकिन जब से बड़ी लाइन बनी तो उस क्षेत्र की तरक्की के लिये, लेकिन आप देखेंगे कि लखनऊ से गोरखपुर के स्टेशनों का बुरा हाल हो गया है और आपको देख कर आश्चर्य होगा कि रेलों की छतों पर हजारों आदमी सफर करते हैं। ब्रोड गेज बनने के बाद रेलों की

संख्या कम हो गई है जिससे लोगों की परेशानी बढ़ गई। इतना ही नहीं जो गाड़ियां लखनऊ से चलती हैं वह केवल गोरखपुर तक आकर रुक जाती हैं। न देवरिया जाती हैं, और न भटनी जाती हैं। इसके लिये लोगों ने आन्दोलन किया, मैंने भी नियम 377 में मामला उठाया। मंत्री जी का जवाब गया, उस समय के जो लोग कर्मचारी होंगे, उन्होंने लिख कर भेज दिया होगा और वही जवाब मंत्री जी ने हमें दिया वहां कोई टेक्नीकली दिक्कत नहीं है। मैं चाहूंगा जो गाड़ियां लखनऊ से गोरखपुर तक जाती हैं उनको देवरिया के भटनी तक ले जा सकते हैं इसमें लोगों को बनारस जाने में बहुत आसानी होगी।

गोरखपुर में बड़ी और छोटी दोनों लाइनें हैं। हमारा पूर्वांचल बहुत ही पिछड़ा इलाका है। एक पटेल आयोग भी स्थापित हुआ था जिसने विशेष तौर से कहा था... यहाँ पर उद्योग धंधे अधिक लगाये जायें। बहुत पहले से स्टेट गवर्न-मेंट और वहां के उद्योग मंत्री ने मांग की है कि गोरखपुर में एक कांच की फैक्ट्री लगाई जाये। अगर यह होता है तो रेलवे के कामों में इजाफा होगा और बेरोज-गारों को काम भी मिलेगा। मैं चाहूंगा कि मंत्री महोदय इस बजट में ही उसका समावेश करे तो उनकी बड़ी कीर्ति होगी। मंत्री महोदय की बंगाल में तो बहुत शोहरत है, यह काम कर देने से हमारे क्षेत्र में ही नहीं सारे देश में उनकी शोहरत होगी और खासतौर से पूर्वांचल क्षेत्र आपका गुण गायेगा।

यह एक सांझास्तिक मामला है, आये दिन ट्रेनों में एक्सीडेंट्स और चोरियां होती हैं, ट्रेनें लुट जाती हैं। मैं किसी लिखी हुई किताब की बात नहीं कह रहा हूं, मेरे अनुभव में आया है कि एक

अच्छा काम यह होगा कि जो ट्रेन लुट जाती हैं, जिस लाइन पर यह घटना हो वहां के जिम्मेदार लोगों को चार्जशीट किया जाये, जिम्मेदार व्यक्ति के खिलाफ एन्टीज लिखी जायें, उसकी तनज्जुली की जाय। इस तरह से लोगों में दहशत होगी, नीचे के कर्मचारी भी डरेंगे और लोग जिम्मेदारी से काम करेंगे। अगर ऐसा होगा तो एक ऐसा वातावरण बनेगा कि अगर हमसे गलती होगी तो हम चार्ज शीट किये जायेंगे, नौकरी से निकाल दिये जायेंगे।

हमारे अफसर लोग जहाजों और एयर कंडीशन में चलते हैं। मेरा कहना यह है कि वह चहे जिस में चले लेकिन आम जनता को भी देखने की बात करें। हमारे रेलवे के अधिकारी ए०सी० स्लीपर की बात छोड़िये एस सी से कम में चलते नहीं हैं। उनको देखना चाहिये कि नीचे के अधिकारी क्या काम करते हैं। क्या कोई अधिकारी ऐसी रिपोर्ट देता है कि फ्लां स्टेशन पर यह कमी थी या उसका सामान खराब मिला ?

एक दिन लखनऊ से गोरखपुर जाने वाली ट्रेन 9 घंटे लेट थी। हमने इंजन ड्राइवर से पूछा कि क्या बात है उसने कहा कि कोयला खराब है, स्टीम नहीं बन रहा है, हम क्या करें? इस चीज को भी देखा जाना चाहिये। मेरा निवेदन है कि यदि आप उचित समझें तो ऐसा नियम बना दें कि जो भी अधिकारी दोषी होगा, नीचे के कर्मचारी हो या ऊपर के अधिकारी सब को दंडित किया जायेगा। नीचे के कर्मचारी को ही नहीं, ऊपर के अधिकारी को भी आप दंडित करेंगे तो इससे रेलवे में काफी सुधार आएगा।

आर० पी० एफ० वाले जो कभी कभी कहते हैं कि बोनस मिलना चाहिये

[श्री राम नगीना मिश्र]

और सुविधायें मिलनी चाहियें, तनखाह में इजाफा होना चाहिये, लेकिन उनकी काम की एफीशियेंशी में भी बढ़ोत्तरी होनी चाहिये। लखनऊ स्टेशन पर फर्स्ट क्लास का एक फाटक टूटा हुआ था। कंडक्टर से पूछा कि इसका क्या हुआ तो उसने बताया कि थर्ड में कर्मचारी लोग दोनों फाटक ले गये। आर० पी० एफ० के लोग वहां थे तो क्या कर रहे थे? मेरा कहना यह है कि सब लोग खराब नहीं है लेकिन एक सड़ी मछली सारे तालाब को खराब करती है।

ऐसी दशा में जो 10, 5 परसेंट कर्मचारी समूचे समाज पर कलंक लगा रहे है, आप एक विजिलेंस जैसा विभाग रखिये, जो गलती का पता लगाया करे, उनको दंडित किया जाये। मैं समझता हूं कि आपकी सदारत में हमारे पूर्वांचल का भला होगा। मैं पुनः आपको धन्यवाद देता हूं और उम्मीद करता हूं कि अपने जबाब में हित की बात आप जरूर कहेंगे?

श्री विगम्बर सिंह (मथुरा) : सभापति महोदय, मैंने माननीय सदस्यों के भाषण सुने, विरोधी पक्ष के भी और कांग्रेस (आई) के सदस्यों के भी सुने। जितना हमला हमारे सदस्यों ने माननीय मंत्री जी पर किया है, मुझे तो उनसे सहानुभूति हो गई है।

हमारे कांग्रेस के माननीय सदस्य शुरुआत करते हैं उनकी तारीफ कर के और बीच में हमला करते हैं। उनकी इतनी आलोचना करते हैं, शायद विरोधी पार्टी के लोग भी नहीं कर पाते। इसलिये मैं ज्यादा आलोचना नहीं करता।

मन्त्री जी ने जो भाषण दिया है उसमें से मैं दो-तीन बातें उद्धृत करना चाहता हूं। उन्होंने कहा है :

“रेल प्रणाली को पुनः पटरी पर लाने तथा इसे जीवनशक्ति प्रदान करने तथा स्वस्थ बनाने में हमें 8-9 महीने का समय लग गया।”

यानी रेल प्रणाली को ठीक करना पड़ा क्योंकि उसमें जीवनशक्ति नहीं थी और वह पटरी पर नहीं चल रही थी। मंत्री जी ने उसको ठीक करने की कोशिश की।

आगे मन्त्री जी फिर कहते हैं :

“वर्ष के पहले 8 महीनों के दौरान जितनी बार जांच की गयी वह पिछले पांच वर्ष की तदनुसूची अवधि की तुलना में लगभग 8 प्रतिशत अधिक थी। इस अवधि के दौरान बिना टिकट तथा अनुचित टिकटों पर यात्रा करते पाये गये 22.80 लाख व्यक्तियों को पकड़ा गया जबकि पिछले वर्ष इसी अवधि में 19.95 लाख व्यक्ति पकड़े गये थे।”

यानी बिना टिकट सफर करने वालों की संख्या पहले से अधिक बढ़ गयी।

इससे आगे मन्त्री जी कहते हैं :

“...15 प्रतिशत सवारी डिब्बे तथा 24 प्रतिशत माल डिब्बे जीर्णोद्धार के लिये बकाया पड़े हैं। मैं इस क्षेत्र में बेहतर प्रायोगिकी की व्यवस्था कर और कर्मचारियों की अधिक प्रयास करने के लिये प्रेरित कर व्यापक सुधार लाने हेतु दृढ़-प्रतिज्ञ हूँ।”

यानी पुराने डिब्बों की मरम्मत नहीं कर पा रहे हैं। इस प्रकार से इसमें भी कोई प्रगति नहीं हुई है। बिना टिकट की संख्या बढ़ना और डिब्बों की मरम्मत न होना यह प्रगति नहीं।

आगे फिर मन्त्री जी कहते हैं :

"...छठी पंचवर्षीय योजना में कुल आवंटन केवल 5100 करोड़ रुपये का है जो कि आवश्यकताओं पर आधारित अपेक्षाओं के आघे से भी कम है। कैसे करेंगे रेलवे की उन्नति ?

यानी छठी पंचवर्षीय योजना के लिये जितना रुपया चाहिये, उसको देखते हुये यह 5100 करोड़ रुपया जो रखा गया है उससे आघे से भी कम है। इस तरह से मन्त्री जी स्वयं महसूस करते हैं कि इतने में वह काम पूरा नहीं कर पायेंगे।

इसके अलावा मैंने दो वर्ष पहले प्रधान मंत्री को एक पत्र लिखा था कि मैं एक राष्ट्रीय महत्व के प्रश्न की ओर आपका ध्यान दिलाना चाहता हूँ। एस्टिमेट्स कमेटी का सदस्य होने के नाते अनुरोध किया है कि रेलवे की स्थिति चिंताजनक है। वैगनों की कमी, रेलवे लाइनों की कमी, निरन्तर वैगनों के लदान की संख्या में कमी का होता जाना इसके प्रमाण हैं। वैगन चाहिये, रेलवे लाइन चाहिये, वैगनों की मरम्मत होनी चाहिये, रेलवे द्वारा, निजी उद्योग द्वारा या आयात द्वारा वैगन लाने के लिये धन चाहिये और उसकी कमी है। मैंने उनको एक सुझाव दिया। हमारे यहां बहुत सा सामान ट्रक में ढुलकर आ जाता है और बहुत सा रेल में आता है। रेल से जो सामान जनता के लिये आता है उससे जनता को लाभ नहीं होता है। सरकार का, जो सामान होता है वह रेल से ढुलकर आता है और ट्रक से भी आता है वह इसी भाड़े से आए। लेकिन रेल से ढोकर लाने वाले जो लोग उसको उतनी ही कीमत पर बेचते हैं जितनी कीमत पर ट्रक वाले बेचते हैं इससे पूंजीपतियों को लाभ होता है। जनता और सरकार को नहीं। इसलिये उनसे उतना ही भाड़ा लिया जाये जितना

कि ट्रक का होता है। मेरे पत्र के उत्तर में प्रधान मंत्री ने कहा कि रेल मंत्रालय से कहा जा रहा है कि वह रेलवे लाइन और वैगनों की क्षमता बढ़ाने के संबंध में आपके सुझाव की जांच करे। रेल मंत्री ने भी बड़े विस्तार में पत्र लिखा। किंतु सरकारी अधिकारियों ने जैसा बताया वैसा लिख दिया। एक बात मैं बहुत दिनों से देखता चला आ रहा हूँ कि अंग्रेजों के जमाने में भी पूंजीपतियों और सरकारी अधिकारियों की चलती थी, सन् 1952 में जब मैं एम० पी० था तब पं० जवाहरलाल नेहरू के जमाने में भी उनकी चली, श्री लाल बहादुर शास्त्री के जमाने में भी उन्हीं की चली, श्रीमती इंदिरा गांधी और श्री मोरारजी देसाई के जमाने में भी उन्हीं की चली है तथा चौधरी चरण सिंह के जमाने में भी उन्हीं की चली और अब भी उन्हीं की ही चल रही है।

मन्त्री जी के भाषण को मैंने बड़े गौर से पढ़ा है। मैंने सोचा किसानों के लिये भी उसमें कोई सफा होगा लेकिन नहीं है, मैंने सोचा कोई पैराग्राफ होगा लेकिन नहीं है, मैंने सोचा कोई सेन्टेन्स होगा लेकिन नहीं है, मैंने सोचा कोई शब्द ही होगा लेकिन वह भी नहीं है। यानी पूरे भाषण में कहीं भी किसान का नाम नहीं आया है।

16.55 hrs.

[MR. DEPUTY-SPEAKER in the chair].

पहली लोकसभा में मैंने श्री लाल बहादुर शास्त्री जी से एक किसान स्पेशल चलाने का सुझाव दिया था जिसमें किसानों से सिर्फ आधा भाड़ा ही लेना चाहिये ताकि वे जाकर विकास कार्यों को देख सकें। मंत्री जी ने मेरे सुझाव को मान लिया था। सबसे पहले मैंने ही किसान एक्सप्रेस निकाली थी और वह यहां दिल्ली

[श्री दिगम्बर सिंह]

में आई थी। उस वक्त किसानों की कुछ कद्र भी थी। पंडित जवाहर लाल नेहरू ने उनको अपने घर पर जलपान दिया। डा० राजेंद्र प्रसाद जी ने उनको अपने कमरे में बिठाया, जलपान कराया, जहां पर बड़े-से-बड़े विदेशी लोग आकर बैठते हैं। मैं यह कहना चाहता हूं कि अब किसान स्पेशल की जो बात थी, वह अब नहीं रही। समापति महोदय, इसलिये मैं आपके माध्यम से कहना चाहता हूं कि आप कम से कम हमारे देश के जो किसान हैं, उनके लिये आप किसान स्पेशल चलाने के लिये अनुमति दे दीजिये। उसमें उसी तरह 16.56 hrs. (उपाध्यक्ष महोदय पं० सोन हृषी) सुविधा दें। कम से कम कुछ और न कर सकें, तो इतना तो कर दें। आप कहते हैं प्रजातन्त्रीय सरकार है और प्रजातन्त्र में आप विश्वास रखते हैं यह सब सदस्यों की राय है। यदि आप एक बरस में एक संसद सदस्य द्वारा एक स्पेशल ट्रेन निकाल दें तो मैं समझता हूं कि फिर हम अपने क्षेत्र की जनता को दिखा सकते हैं, कितना विकास का कार्य हो रहा है। गाड़ियों में वही पूंजीपति अधिक सफर करते हैं, किसान तो ज्यादा सफर नहीं करता है। जब वह अपने रिश्तेदारों के यहां जाता है, तो भले ही वह दिखाई दे जाय। इसलिये मेरी आप से प्रार्थना है कि आप इस पर गंभीरता से विचार करें।

मैं आप से मथुरा स्टेशन के बारे में कहना चाहता हूं। वहां सैन्ट्रल रेलवे, वैस्टर्न रेलवे, ईस्टर्न रेलवे, नादरन और सदरन रेलवे सभी गाड़ियां आती हैं जाती हैं। इतनी भीड़ हो जाती है कि निकलना मुश्किल हो जाता है। वहां रिफाइनरीज खुल गयी हैं। मैं चाहता हूं कि जो मैं सुझाव देने जा रहा हूं, उस

पर माननीय मंत्री जी गंभीरता से विचार कर लें। मैं डिफेंस की दृष्टि से भी कहना चाहता हूं। जमुना के इस पार होकर मथुरा, वृन्दावन को अलीगढ़ से मिला दिया जाये। मैं समझता हूं कि जो गाड़ी सीधे जाती है और यदि कभी खतरे का समय होगा और डिफेंस की आवश्यकता होगी तो जमुना के इस पार आकर दिल्ली की तरफ आ जायेंगे। वह गाड़ी यहां ही नहीं हरिद्वार आदि स्थानों को भी जा सकती है।

दूसरे मैं यह कहना चाहता हूं कि वह हमारी कृष्ण की जन्मभूमि है और वहीं पर एक बहुत बड़ी मस्जिद है। मैं समझता हूं कि हमारे देश की वह एक अद्वितीय जगह है, जहां बड़ी से बड़ी मस्जिद और बड़े-से-बड़ा मंदिर दोनों एक साथ मिले हुये हैं। मथुरा में आज तक कोई सांप्रदायिक झगड़े भी नहीं हुए हैं। श्री कमलापति त्रिपाठी जी ने वहां स्टेशन बनवाया था, रिटायरिंग रूम बना दिये जाएं, जिससे वहां यात्रियों को ठहरने की सुविधा हो सके।

तीसरे मैं यह कहना चाहता हूं कि एक गाड़ी गंगा-यमुना लखनऊ से मथुरा आती है। रोजाना दिल्ली आने-जाने वाले जहां चाहते हैं, गाड़ी को रोक लेते हैं और उतर जाते हैं। मैं समझता हूं कि जो बेचारा टिकट लेता है, वह वहीं उतरता है, जहां उसे उतरना होता है, लेकिन बिना टिकट वाला जहां चाहता है गाड़ी को रोक लेता है। मैं चाहता हूं कि वह गंगा-यमुना गाड़ी दिल्ली तक आया करे और सुबह दिल्ली तक शाम को वापिस हो जाया करे। इससे बहुत से लोगों की कठिनाइयां दूर हो जायेंगे। जो लोग सुबह काम के लिये आते हैं, शाम को वापिस जा सकते हैं। इसलिये मेरा मंत्री

महोदय से पुनः निवेदन है कि आप इसको बढ़ाकर दिल्ली तक कर दें।

हमारे यहां कहा जाता है—तीन लोक से मथुरा न्यारी। इसका मतलब यह है कि मथुरा एक ऐसा स्थान है, जो तीन लोकों से मिला हुआ है। कुछ गाड़ियां जाती हैं, वे ठहरती नहीं हैं।

MR. DEPUTY SPEAKER: Please conclude.

SHRI DIGAMBER SINGH: I am the only Member from the Lok Dal.

MR. DEPUTY SPEAKER: 13 minutes are allotted to your party. I request you to complete your speech within that limit. Supposing you go on extending the time, we may not be able to discuss some of the Ministries at all. Therefore, you must be careful. You should not take away the time for the other Ministries.

श्री दिगम्बर सिंह : मैं आप से निवेदन कर रहा था कि राजधानी और दूसरी गाड़ियां जो वहां आती हैं, उनको ठहरने का मौका दिया जाए। मथुरा एक ऐसा स्थान है, इसलिये जो गाड़ियां वहां से जाती हैं, उनको ठहरने का मौका न देने से वहां के लोगों को और देश विदेश के लोगों को कठिनाई होती है।

17.00 hrs.

आज रेलों का जो विद्युतीकरण हो रहा है उसमें भी बहुत धांधली हो रही है। मैं ज्यादा शिकायत नहीं करना चाहता, लेकिन इतना जरूर कहूंगा, आप देखें वहां ईंटें कैसी इस्तेमाल हो रही हैं? सीमेंट की चद्दरें डाली गई थीं, थोड़ी सी बारिश हुई तो वे टूट कर बिखर गयीं। इस तरफ आपको ध्यान देना चाहिये।

बजट के जो आंकड़े मैंने देखे हैं, उनमें आंध्र प्रदेश के लिये आप ने 5 करोड़ 57 लाख का प्रावधान किया है, जब कि उत्तर प्रदेश के लिये 2 करोड़ 73 लाख का प्रावधान है। ऐसा मालूम होता है कि आंध्र प्रदेश में जनता ने जो कांग्रेस के खिलाफ वोट दिया शायद उस से डर कर उनका बजट बढ़ा दिया गया। कहीं ऐसा न हो कि उत्तर प्रदेश के लोग भी यह समझने लगे कि उत्तर प्रदेश के लिये रुपया इसलिये कम रखा गया है कि उत्तर प्रदेश के लोग तो कांग्रेस को वोट दे ही देते हैं। इसका नतीजा इस बार बहुत खराब निकलेगा तो फिर यहां उनका बजट भी बढ़ जायेगा।

जो कण्डक्टर आप की रेलों में सफर करते हैं वे कहते हैं कि एटेंडेंट के लिये तो बैठने की जगह होती है लेकिन कण्डक्टर के बैठने के लिये गाड़ी में बैठते हैं तो सवारियों के आने पर उठना पड़ता है। इस लिये वे लोग फर्स्ट क्लास के डिब्बे में जगह घेर लेते हैं। मैं समझता हूं कि उनके बैठने के लिये जगह की व्यवस्था हो जाय तो ठीक होगा।

जौनपुर स्टेशन के पास एक सुरंग बनी हुई है। हमारे माननीय साथी ने मुझे बतलाया है कि वह इतनी खराब है, गन्दी है कि उसमें पानी भर जाता है, अन्धेरा हो जाता है। महिलायें जो गाड़ियों में बैठ कर जाती हैं जब गाड़ी सुरंग से होकर जाती है तो लोग उनको परेशान करते हैं। इसीलिये महिलाओं ने उस में जाना और बैठना बन्द कर दिया है। मेरा सुझाव है कि उस सुरंग को बन्द करके ऊपर से गाड़ी निकाली जाय तो इससे बहुत लाभ होगा।

मैं फिर से यह बात कहना होता हूं—मैंने जो किसान स्पेशल की बात कही

[श्री दिगम्बर सिंह]

है, वह एक डेमोक्रेटिक बात है और सभी सदस्यों की तरफ से मांग है कि हर साब एक किसान स्पेशल निकालने का अब-सर प्रत्येक संसद सदस्य को दिया जाय और उस में आश्चर्य किराया लिया जाय ।

श्री एम० रामगोपाल रेड्डी : मैं आप से पूरा-पूरा सहमत हूँ । आप ने जो कहा है वह सही कहा है ।

श्री दिगम्बर सिंह : सब सहमत हैं । मंत्री जी भी सहमत हैं, वह हंस रहे हैं ।

SHRI K. T. KOSALRAM (Tiruchendur): Mr. Deputy-Speaker, Sir, I wish to say a few words on the Demands for Grants of the Railways for the year 1983-84. I am sure, the hon. Railway Minister will be able to relate my points to the Demand.

I entirely agree with the hon. Minister that the Planning Commission is impervious to the needs of the Railways. Out of the total public sector allocation of Rs. 2378 crores in the First Five Year Plan, a sum of Rs. 267.07 crores was allotted for the Railways. This came to 11 per cent. But in the Sixth Plan, the allocation for the Railways is just 5 per cent only of the total public sector allocation. The allocation is Rs. 5100 crores out of the total amount of Rs. 97,700 crores. The Planning Commission always gives step-motherly treatment to the Railways; I know that pretty well. As I said, the allocation in the 6th Plan is only 5 per cent.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHUR): Less than 5 per cent; it is not even 5 per cent.

SHRI K. T. KOSALRAM: It will take 25 years to complete all the works at the present rate of allocation of resources. The Railway Minister must, therefore, be a Member of the Planning

Commission. That is my feeling; otherwise the Railway cannot get what they should. As was said by many hon. Members, Railways is a vast organisation in this country, and it should be represented on the Planning Commission. Only then, the things will improve. Only then, the demands of the Members from various parts of the country can be met. The Members belonging to both the sides express their demands; in fact, those are the demands and needs of the people whom they represent.

I wonder, when 27333 unmanned railway crossings in the country are going to be manned. This is according to your report. Till they are manned, accidents will continue to occur.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Not 27,000, I have said 1200 unmanned level crossings where buses ply are being manned at Railway's cost in phased programme.

SHRI K. T. KOSALRAM: O.K. I will correct it. Every year the railways will continue to bear a loss of Rs. 15 crores due to the damage of the railway property by such accidents. In 1981-82, the loss on account of damage due to train accidents was Rs. 15.75 crores. Out of 7,072 railway stations, 6,767 railway stations do not have covered sheds for the passengers to stay. 3,819 Railway stations do not have drinking water facility. The arrears of track renewals are 18,000 kilometres. Twenty five per cent of broad gauge wagons need immediate overhaul and replacement. I do not know when will these be attended to.

The Railway Minister has stated that the on-going projects would not suffer for want of money, but a meagre sum of Rs. 1.75 crores has been provided in 1983-84 for Karur-Dindigul Tuticorin-Tirunelveli broad gauge line project, which is the first project in Tamil Nadu after independence. Sir, in Tamil Nadu after independence it

is the only one project where metre-gauge is being converted into broad gauge. In the year 1980-81, my Hon. friend, Shri Kamlapati Tripathi was the railway Minister, who categorically assured in the House that it will be included in the year 1981-82. But, Sir, it was not included in 1981-82. Then, I met the Prime Minister, who was gracious enough to immediately sanction the Karur-Dindigul-Tuticorin-Tirunelveli project and directed the then Railway Minister to include it in 1981-82 Budget, which he did. The entire Kerala State has been converted into broad gauge. I don't mind it. I welcome it. My Kerala friends are on the top of the helm of affairs in the Railway Ministry. I would only say that they must consider the Southern Railways in Tamil Nadu also. The entire money has been pumped into Kerala. I welcome it, but at the same time they must sympathetically consider the requirements of Tamil Nadu also. Sir, Madam Gandhi gave Rs. 2 crores in 1981-82. Next year, Shri P. C. Sethi gave Rs. 75 lakhs. It is damn disgrace. Then in the Supplementary Budget he gave only Rs. 1 crore. The foundation-stone of the first phase of the project was laid by my hon. friend, Shri P. C. Sethi in Tuticorin in September, 1982. Shri R. Venkataraman, who was then the Finance Minister, presided over the meeting. Then Shri Sethi, who is the predecessor of the present Railway Minister, categorically assured that money is not the consideration. Whatever money is required for this, he said, I am prepared to give. It has appeared in the papers also and I can pass on those reports also. Not only that he categorically assured that it is going to be completed in three phases. Sir, its cost was estimated at about Rs. 50 crores. In 1981-82, they gave Rs. 2 crores. Then Rs. 75 lakhs in 1982-83 and then Rs. 1 crore in the Supplementary Budget. Now, you have allotted only Rs. 1.75 crores. Sir, without the broad-gauge the whole of Tamil Nadu, particularly the undeveloped southern districts of Tamil Nadu

cannot develop. Sir, Tuticorin has become a major port and an industrial complex. It is also one of the major salt producing centres. Tuticorin is supplying salt to practically all the South Eastern States. So, without broadgauge the Salt movement is hindered and consequently salt is sold of Rs. 5 a kilo instead of 5 paise. This is disgraceful : you have allotted only Rs. 1.75 crores. It is not enough even for 2 or 3 miles. You are a responsible Railway Minister. You know better than me. With Rs. 1.75 crores, what can the Department do ?

There is a humour in Tamil Nadu now ; My Kerala friends are still at the helm of affairs in the Railways. The line from Tuticorin will first connect Tirunelveli and then there is BG line to Trivandrum. Then Railways will run from Trivandrum to up country. The Karur-Dindigul-Tuticorin may be dropped. That is charge against the Central government. The Minister should understand that he cannot overlook Tamil Nadu.

In the same meeting presided over by Shri Venkataraman and attended by Shri P. C. Sethi, I requested Shri MGR, the Chief Minister to expedite the handing over of land for Karur-Dindigul new line. He resented my raising that issue in this forum. He added that on 7th September '82 he has passed orders, 18 months after the announcement of the new line. If the land had been given immediately the world would have started at Karur in 1981 itself.

Recently, three days back, the Minister here had answered my question saying : "So far, land acquisition has not been completed. Land has not been handed over to the Railways. So, the delay is in the T. N. Govt." So, I cannot blame Mr. Chaudhuri alone. In Tamil Nadu, things are moving at what we call in Tamil as 'Aamal Vegam' The acquisition proceedings have thus not been completed.

MR DEPUTY SPEAKER : When the acquisition proceedings are not completed, how do you expect the Central Government to allot more funds?

SHRI K. T. KOSALRAM : That is why I accuse the Tamil Nadu Government.

MR DEPUTY SPEAKER : So, Mr Ghani Khan Chaudhuri is not responsible. You please press your point at the State level.

SHRI K. T. KOSALRAM : If the land has been handed over to the Railways, I can insist upon Mr. Chaudhuri and ask him to give more money. Tamil Nadu Government is also responsible for this delay. Even then if the Minister gives more money, the work on Maniachi—Madurai section can be taken up.

MR. DEPUTY SPEAKER : You write to the Chief Minister of Tamil Nadu.

SHRI K. T. KOSALRAM : In Tuticorin meeting on the platform I told him, i.e. in a gathering of 10,000 to 15,000 people. The chief Minister quarrelled with me. He said: 'I have passed orders on the 7th September, in the matter of acquisition of land'. It may take two more years. I do not know; somebody may go to the court. I do not know when it will be done. In these circumstances the Tamil Nadu Govt. has no right to criticise the Central Government.

Even though I am in the ruling party, I have given a number of Cut Motions. I am not going to press them.

I come from Tirunelveli district. Kanya Kumari comes under my constituency. From Tirunelveli to Madras, there is only one Express train. Formerly, there were two Express trains.

Tuticorin is one of the industrial complexes. It is a major harbour.

AN HON. MEMBER : It is not a major port.

SHRI K. T. KOSALRAM : It is not a minor port. It is a major port.

It is one of the major ports of this country; it is one of the important ports in the country. Still, there is no express train and BG line. Please consider these two things. Only one coach has been attached from Tiruchendur to Madras. There is need for one additional coach. I have been writing to the General Manager. Their reply is always in the negative; they would not send any positive reply at all. So far, hundreds of letters have been sent to him. One day, my friend, Shri Anbarasu spoke that he would gherao the Railway Minister if sufficient trains are not run from Chengalpattu to Madras. Most of the officials are staying in Chengalpattu. You can imagine it. So the number of trains should be increased. From Tambaram to Chengulpattu, electric tracts has been sanctioned already. You kindly expedite this.

97 per cent of the passengers earnings come from the second class passengers. Hence more amenities are to be given to the second class passengers. Some time back, the hon. Prime Minister categorically stated that G.T. Express will be called Bharati Express. One year has passed but it has not been implemented. Kindly see that this thing done from the next month.

DR. KRUPASINDHU BHOI (Sambalpur) : Mr. Deputy Speaker, Sir, I am very happy that you are in the Chair because during my speech I will refer to your name also with regard to a few points. Before I congratulate him for his eloquency in answering the replying to the debate on the Railway Budget, I must congratulate the railway men as a whole and the railway workers as a whole for their magnificent performance of carrying 270 million tonnes revenue earning traffic. At the same time, the passen-

ger traffic has also increased to 6 billion passenger km.

Day before yesterday, there was a chaotic condition created by our West Bengal Member of Parliament. Prof. Madhu Dandavate and Shri Atal Bihari Vajpayee were shedding crocodile-tears on the sufferings of the victims and the deceased persons of the accident. But today they are absent at the time when the debate on the Supplementary Demands for Grants in respect of the Railway Budget is going on. The Speaker commented at that time that due to some communication gap the Minister could not be present on the Floor of the House at the earliest possible time. The Minister also apologised for that. But these people were shedding crocodile tears on that day for the victims of the accident. Now they are absent.

SHRI RAMAVATAR SHASTRI:
 Some of them are here.

DR. KRUPASINDHU BHOI: Very few. The members from West Bengal should know that there is no representative of West Bengal in the House now. This should be noted. When the Minister was answering to the debate on the railway with regard to security and punctuality, you added the word 'development'. I was very happy when I was hearing the Minister and his bold steps taken to revamp the railway organisation while time and again on the floor of the House and outside there was severe criticism against the Railway Board.

While time and again, on the floor of the House and outside there was severe criticism about the Railway Board, the Railway Minister told the nation that the Railways being the lifeline of the nation, or the arteries and veins of the nation, they cannot be kept in danger, and he revamped the Railway Board. Nobody is disputing his revamping the Railway Board or the organisation. But only re-

vamping the Railway Board and the organisation will not serve the purpose.

I will give a few suggestions. My colleague, Shri Kosalram has given some statistical information about projection in the Plan outlay for the Railways, which is less than 6 per cent of the total of Rs. 97 crores, allotted for public sector undertakings. Out of that only Rs. 5 crores has been allotted for the Railways. I think it is more by internal mobilisation that the Railways have to raise the resources, and less Plan assistance. So, the request of one and all here on the floor of this House is we must apprise the Planning Commission of the position, and we must request the Planning Commission and the Finance Minister to come to the rescue of this biggest public sector undertaking in the country and second biggest public sector undertaking of Asia. Every Member has given his views about safety, security and punctuality and I will also give some small suggestions.

First I mention pilferage. Where does pilferage of the goods traffic take place? Usually it takes place at the time of transshipment. There is a document in the Planning Commission, the report of the National Transport Policy Committee headed by Mr. B. D. Pande. It has categorically suggested container system and some other systems, to check the pilferage when the goods are carried. The second point which everybody has mentioned is about accidents. How to check the accidents is the question. Has the Department calculated the total amount of money required for restoration, reconstruction and payment of compensation to the accident victims, and the money spent to repair the derailed tracks? I think that if that much money can be spent on modernisation and expansion which is the prime need of the day, if we can curtail the other expenditure and concentrate on

[Dr. Krupasindhu Bhoi]

modernisation and expansion, then I think that help in checking the accidents.

There are thirty-five national research laboratories in the country. I want to know if the Railways propose having a research-oriented laboratory or a research institute to go into the details of the lacunae, the pathology, the pathogenesis, and the ethology of all the accidents and other conditions. If not, is the Railway Ministry going to examine this matter and come forward with some concrete steps to prevent accidents? I have heard the Budget speech of the Railway Minister. He had mentioned about research and maintenance and modernisation also specifically. But it does not satisfy us, because this is the largest public sector undertaking and much more needs to be done.

My personal experience is, as the Minister hails from West Bengal in the South Eastern Railway the discipline and security conditions there are very heartening now. First of all, of course, after he has taken over there is some improvement in punctuality. He has explored some devices after a meeting with experts on punctuality and security. Still much more has to be done and many distinguished hon. Members including Prof. Madhu Dandavate had given various suggestions which have to be looked into. The allegation from the railway employees is that this automatic warning or alarm system, which was installed in three or four fast running trains, has been stolen and so it is not advisable on the part of the Railway Board to intensify this type of system in all the places. I have got a strong hunch that if the installation of this system is intensified and fitted in all the trains with better security, the frequency of the accidents will be lessened.

Many Members have said that the Railways have a social obligation and

that they should not behave in a business-like manner. I am strongly opposing this Railways are the lifeline of the country. But the point is, why is the Minister giving production on linked bonus? Why should he not introduce the incentive system division wise on the basis of earning per tonne kilometre? In one division if the railway line is a thousand kilometre, it should be provided with the money for the maintenance and administrative requirements and it should be made liable to fulfil the target. If they earn Rs. 10 crores more than the target, Rs. 5 crores should be given to the division employees and the rest Rs. 5 crores should be deposited with the Railway Board. In this way, they will get more incentive. This system was introduced by in Orissa when I was incharge of transport. There the transport was running in a loss. After the introduction of this scheme, in the very first year the transport organisation came to break even and in the next year, they made a profit. To make the employees competitive-minded, introduction of this scheme is a must.

At the time of Emergency INTUC people had worked sincerely. At that time, they did not rush up to the strike call given by some union leaders. But during the Janata rule, they were harassed. And the same harassment is still continuing. If sincere and honest railwaymen are regularly charged by the vigilance, either railway vigilance or the Central Vigilance, their morale would be nowhere.

South Eastern Railway earns the maximum revenue from Orissa. But unfortunately, the Railway Department is behaving in a step-motherly way with the Orissa people. Time and again, we have asked for construction of Sambalpur-Talchar railway line which will connect not only West Orissa to coastal Orissa but also have emotional integration and connection of hinterland of industrial and

mineral resources of Chhatisgarh of Madhya Pradesh to Paradip Port. This Sambalpur-Talchar railway line had been surveyed, re-surveyed and techno-economic experts had also prepared the project report. According to their calculation, this line would give six and odd per cent return per year. I have got some doubts about the traffic survey for this line because the cart is before the horse. The proposed line is going to connect the mineral belt. In eastern sector, without railway line how can the industry come up? It will cut short the distance travelled by Kalinga Utkal Express by 375 kms. from Delhi to Bhubaneswar if this railway line is constructed. This railway line can be constructed if the hon. Minister gives it priority. Kamalapatiji told that definitely he is going to take up this. Kedar Pandey ji also told like that. Sethi ji asked for re-survey, techno-economic survey and the survey report has also come. The most important thing is that Mr. B. D. Pandey, who headed the National Transport Committee, had recommended priority number one for the missing link of Sambalpur-Talcher. This document is with the Planning Commission. In this context, I would say that the Minister, at least when he is going to reply to the debate on Supplementary Demands, must announce some funds because the State Government is ready to supply the basic land and other facilities free of cost.

MR. DEPUTY SPEAKER: There are many speakers from your party, they are waiting.

DR. KRUPASINDHU BHOI: I am coming to Orissa things only. The time is five hours.

The construction of Jagpura-Banswari railway line commenced in 1975. They have phases it out. Now who is the expert, who is doing this techno-economic survey, I am myself surprised. This is the mineral belt of the

country. In this Jora-Bamra sector, you get iron ore, you get manganese, you got chrome, you get gold mine, everything is there. If this railway line is hastened up immediately, it will link Paradeep with the hinterland of Bihar and Orissa. Paradeep is the best deep draught port in the country if the Shipping Ministry takes more initiative.

Another demand is about an additional Division in West Orissa. This had been examined by the Railway Department and the Railway Reforms Committee has got all the data and statistics in favour of creation of a Division at Sambalpur, the heart of West Orissa. Sambalpur or Jharsuguda wherever it is suitable, the Minister should take it up. For the last three years I am writing to the Minister and the Railway Board Chairman for some minor passenger amenities for my constituency and for West Orissa. Same reply I get every time that due to the lack of traffic, it is impossible to accept the suggestion. I have written many letters to the Minister. He should see that priority is fixed for the passenger amenities and all these things which I have narrated.

MR. DEPUTY SPEAKER: For other things you can meet the Minister and have them okayed.

DR. KRUPASINDHU BHOI: The other things are regarding the passenger train between Jharsuguda and Titilagarh, extension of Howrah-Rourkela Express train to Titilagarh, introduction of fast passenger train between Jharsuguda, Titilagarh and Bhubaneswar. This is a prime need. Since independence, the Railway Department is not looking to the interests of Orissa. The Railway Service Commission which had been sanctioned for Orissa is yet to be opened and I think no officer has yet been posted. Immediately priority

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should be given to this. Orissa people are feeling it. The headquarters is in Calcutta and they are behaving in a step-motherly way with us. I do not pressurise the Minister for a headquarter of the South Eastern Railway but the Railway Division or Railway Circle should be there. Instead of the people of Orissa and Madhya Pradesh running to Calcutta to get justice, they should be enabled to go to Bhaneswar or Sambalpur.

Lastly, I will congratulate the Railway Minister for the bold step he has taken to revamp the Railway Board. While emphasising safety, security and punctuality, at the same time, he should ensure that development is taking place, as desired by the people.

*SHRI S. MURUGIAN (Triupattur): Hon. Mr. Deputy Speaker, Sir, on the Demands for Grants of the Ministry of Railways for 1983-84, I wish to make a few suggestions.

At the very outset, I would like to refer to the oft repeated pleadings of the Railway Ministry about the paucity of funds inhibiting the developmental projects of the Railways. I am unable to understand it, particularly when I see that the Railway revenues are going up year after year and in the same proportion money is not being allocated for Railway projects. Our illustrious leader Thanthai Periyar used to say that North is waxing and South is waning—North is flourishing and south is languishing. The Railways have confirmed that statement. So many years after Independence, Tamil Nadu has not been given a new railway line and no conversion scheme of metre gauge into broad gauge. No arguments are also adduced for the neglect of Tamil Nadu. The people of Tamil Nadu had forgotten this for some years. Now they may be compelled to raise the same slogan. They have shown their resentment against this neglect

in the recent bye-elections and I hope that the Railway Minister takes note of this.

I would like to inform the Railway Minister that the efforts being made to raise additional resources are not being made in the matter of curtailing expenditure on the Railways.

In 1981-82 the value of railway property stolen was Rs. 1.50 crores; the value of claims settled for loss and damage was Rs. 19.90 crores; the value of consignments stolen was Rs. 6.82 crores; the amount of compensation paid to the victims of Railway accident was Rs. 46 lakhs. The value of damaged property due to train accidents in this year was Rs. 15.75 crores. If you total all these, you will find that in 1981-82 the Railways have incurred avoidable expenditure of Rs. 44.43 crores. If adequate attention had been paid to these problems, the loss of about Rs. 45 crores could have been averted. I would like to suggest that necessary steps must be taken to avert these recurring losses on the Railways; then the Railways will find some money for developmental purposes.

In 1924-25 the Railway Budget was separated from the General Budget. During the past 58 years the Railways have been contributing dividend to the General Revenues. From 1970-71 to 1981-82 a total sum of Rs. 2668.98 crores has been paid as dividend by the Railways to the General Revenues. I need not say that this is at the cost of Railway development. While the Railway's share in total public sector investment has come down to 5 per cent in the 6th Five Year Plan as compared to 11 per cent in the 1st Five Year Plan, the dividend to General Revenues has been going up. In 1981-82 a sum of Rs. 356 crores has been given to the General Revenues by the Railways. Sir, I should say that the Railways should stop contribution to the Gene-

ral Revenues if the Planning Commission does not allot adequate funds for Railway development.

Sir, the Railways are not only the life-breath of the economy of our country, they are also the cheapest mode of transport for our people. Of late, the Railway journey has become risky. There is steep increase in rape, murder, robbery, etc. on the Railways. While the statistics of murder, dacoity, robbery etc. on the Railways show stupendous increase, the statistics about developmental projects are on the decline. I wonder how long the people's patience will last. I suggest that more attention should be paid for curtailing the expenditure on the Railways.

Year before last, there were two major accidents in Vaniambadi and Thandarai. It is unfortunate that compensation has not been paid to all the victims of these accidents. The people who have died suddenly in these accidents would not have left any will. The Railway staff should attempt to locate the dependents of these victims and distribute the compensation. Presently, there is inordinate delay in this regard. If the dependents produce succession certificates, the Railways should not further delay the distribution of compensation. The Railways should secure the necessary legal advice and ensure that the disbursal of compensation is not delayed at all. I demand that immediate attention must be paid in this matter at the level of the Railway Minister.

Sir, in my district, Vaniambadi and Ambur are known all over the world. They are the centres of leather export. We are earning about Rs. 400 to Rs. 500 crores every year in foreign exchange. I am sorry to state that adequate number of wagons are not being made available. More wagons should be allotted to these places. I also demand that a separate yard should be built at Vaniambadi.

Presently, the Mail and Express Trains leaving Madras for southern parts of Tamil Nadu do not stop at Vaniambadi and Ambur, though there is need for it. As I told you, these two major Municipal towns—not minor Panchayat towns—which are internationally renowned trading centres for leather export, are visited by many foreigners. The local traders also want to move about quickly for trading purposes. They cannot afford to lose time by travelling in shuttles. I do not demand any new trains. I only want all the South-bound Mail and Express trains must halt at Vaniambadi and Ambur and similarly the Mail and Express trains coming from South to Madras must also halt in these two places.

Another inexplicable thing is that many accidents are taking place on Villupuram-Katpadi branch line. Many times the goods trains get derailed or meet with some other kind of accidents. I request that some special steps should be taken to study the cause for such accidents on Villupuram-Katpadi branch line and to suggest remedial steps.

Before I conclude, I would once again appeal to the hon. Minister of Railways that if Tamil Nadu is continued to be neglected in the matter of railway development, then the people of Tamil Nadu will be constrained to make their resentment known to the Railway Ministry in some way or the other.

With these words I conclude.

MR. DEPUTY SPEAKER: Shri Zainul Basher.

All hon. Members who are waiting, provided they want to wait, will get chance. I will see to it.

SHRI RAMAVATAR SHASTRI (Patna): Unless you extend the time, how can you do that? It cannot be completed to-day.

SHRI ZAINUL BASHER (Gazipur): I congratulate the hon. Minister for efficient handling of the Railways. There is no doubt about it that within a short period of three years, after all, Shri Ghani Khan Chaudhuri has proved to be one of the ablest Ministers in the Union Cabinet. (*Interruptions*)

आप मेरा समय क्यों ले रहे हैं ? आप मुझे क्यों नहीं बोलने दे रहे हैं ?

MR. DEPUTY SPEAKER: I am going to call you also. The Minister is going to reply to-day.

I am going to extend the time.

SHRI RAMAVATAR SHASTRI: You are daily doing it without consulting the Opposition. What is this? This is very bad. This should have been decided in the Business Advisory Committee. We have got some other jobs also to attend.

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH): We did mention it to the Business Advisory Committee.

श्री रामावतार शास्त्री : लेकिन कोई डिजीजन यहां आपने सुनाया नहीं ।

श्री बूटा सिंह : जब सुनायेंगे तो आप जानेंगे ।

श्री रामावतार शास्त्री : आपने लंच आवर भी खत्म कर दिया है । इसके बारे में आखिर हम लोगों का भी कंसेंट आपको लेना चाहिये ।

श्री बूटा सिंह : जीरो आवर में बहुत समय लग जाता है ।

SHRI RAMAVATAR SHASTRI: Daily extending the time without consulting the Opposition is not good. It is being done. I am opposing this tendency.

SHRI BUTA SINGH: Time is taken by the Members in zero Hour. We have to adjust that.

श्री रामावतार शास्त्री : आप इसके बारे में क्लस कमेटी में तय कर दीजिये ।

MR. DEPUTY SPEAKER: Every Ministry has been allotted some time. Now this Ministry has been allotted 4½ hours and we should see that we do not curtail that time. I can give an assurance that the Chair will see that 4 1/2 hours allotted are not curtailed.

Half-an-hour is kept for the Minister. In all the allotment is 5 hours.

We must see that we do not put these demands to vote before five hours. Sometimes an hon. Member on this side takes more time. Can we be strict? Supposing the time allotted to CPI Member Shri Ramavatar Shastri is seven minutes. Can I ring the bell after seven minutes or apply guillotine? This is a question of give and take.

SHRI RAMAVATAR SHASTRI: This should be applicable to all.

MR. DEPUTY SPEAKER: Everybody is allowed to speak on that. I will see that all Members from the Opposition also speak. Even if one is left I will not allow it to be over. I am sitting everyday because the responsibility is that it must be completed. And if you take more time for Railways, some other Ministries will not get the chance at all. Therefore, we want that you must all co-operate with us.

SHRI RAMAVATAR SHASTRI: We are cooperating. But this is not the way.

MR. DEPUTY-SPEAKER: It is all right. Thank you.

Now, Shri Zainul Basher to continue. You are deemed to have started from 5-50 p.m.

SHRI ZAINUL BASHER: There had been a minor controversy which developed in the Railway Ministry where the Chairman, Railway Board and some Members of the Board were having confrontation with the Railway Minister. I do not want to go into detail. But, Sir, I have all the praise for the Railway Minister who has thrown the Railway Board and the railway bureaucrats and he has proved his supremacy over the Railway Board.

Now, we find that there has been a significant improvement all-round in the Indian Railways. There has been some improvement in respect of punctuality also. There has been improvement in the security and some definite improvement in the safety as well.

Sir, now, I would like to give some suggestions. The Railways system has become too weak. Powers have been concentrated in a few hands. I think, it is time that the hon. Railway Minister should think about decentralisation of powers. He has given some powers to the General Managers of Zonal Railways. There is no doubt about it. But there is need for more powers delegated to the Zonal and Divisional Railways so that the work can be executed efficiently and as early as possible.

We, the Members of Parliament, take this opportunity to voice the demands from our areas, constituencies and States. In fact, we represent the aspirations of the people. We are aware that the Railways are facing difficult financial crisis as the hon. Railway Minister has put it very bluntly that the Railways are collapsing. We should give serious thought to it. I join the hon. Railway Minis-

ter and the other hon. Members of the House to demand more funds for the Railways from the Planning Commission as well as from the Ministry of Finance. I would also request this hon. House to give sympathetic consideration for giving some years' holiday in regard to payment of dividend by the Railways to the General Pool. I hope that these measures will help the Railways, to some extent, if not to a great extent, in meeting our demands.

I too join Prof. N. G. Ranga in demanding that the Railways should pay more attention towards the passenger trains. Passenger trains are the most neglected aspect of the Indian Railways. I have got some opportunities to travel in the passenger trains and I find that no facilities are provided there. There is no sanitation. The compartments are broken and there is neither fan nor light. The trains are running late for hours and hours together. No attention is being paid to the passenger trains. I have written several letters regarding some passenger trains to the Railway Ministers respectively. But I am sorry to say that no action for improvement has been taken so far.

Now, I come to my constituency. There are two Railways passing through my constituency. One is the North-Eastern Railway and the other is the Eastern Railway. There is a long standing demand for the conversion of metre-gauge into broad-gauge from Chhapra to Aunrihar junction in the North-Eastern Railway. When Mr. Kamalapati Tripathi was the Railway Minister, he publicly promised for the conversion of this line. In the Railway Budget of 1980-81, he provided money for the survey work. The survey work has been completed, according to a letter written by the Railway Minister to me. I have been informed that the proposal is to be sent to Planning Commission for clearance. I urge upon the Railway Minister to honour the promise of the then Railway Min-

(Shri Zainul Easher)

ister, Mr. Kamalapati Tripathi. He did not give a personal assurance. He was representing the Government of India; I was representing the Railways. It is a promise of the Railway Minister; it is a promise of the Government of India. The hon. Railway Minister should honour that promise.

Allahabad is a city where the U.P. High Court and various Central Government offices are situated. There is no facility for going to Allahabad from Balia, Ghazipur and Varanasi. Our Express train and two Passenger trains are running from Allahabad to far away places. They are always running 3 hours or 4 hours or 5 hours or even 6 hours late. The people of Balia, Ghazipur and Varanasi are finding it difficult to go to Allahabad. I urge upon the hon. Minister to start a new fast train from Balia to Allahabad. This train should start in the morning from Balia and it should return in the evening from Allahabad. This will facilitate a large number of daily going persons, thousands of persons, in 3 or 4 districts for going to Allahabad.

I would like to draw the attention of the hon. Minister that he should pay special attention to the running of railways in the North-Eastern Railways. The North-Eastern Railways are notorious for the late running of trains. What the reason is I do not know. In the North-Eastern Railways, even the Express trains are running 3 or 4 hours late. The Jag-

bani Express which passes through Ghazipur, my constituency, daily runs 3 to 4 hours late from both the sides. I urge upon the hon. Minister to pay special attention to the North-Eastern Railway, so far as punctuality is concerned.

Now, I come to the Eastern Railway. The railway station at Didar Nagar in Danapur Division should be treated as a district station.

MR. DEPUTY SPEAKER: Before you come to Delhi junction, you stop here! You continue on Monday.

Shri Buta Singh.

17.59 hrs.

BUSINESS ADVISORY COMMITTEE

Forty-second Report

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH): I beg to present the Forty-second Report of the Business Advisory Committee.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 21, 1983/Phalgun 30, 1904
(Saka)